

SOUTHERN CALIFORNIA



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Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Tribal Government Representative: Andrew Masiel, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Leon

Ventura County Transportation Commission: Keith Millhouse, Moorpark

10/24/07

MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

**Thursday, January 3, 2008
10:00 a.m. – 11:30 a.m.**

**SCAG Offices
818 West 7th Street, 12th Floor
Conference Room San Bernardino
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

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Transportation and Communications Committee Membership

January 2008

Wapner, Alan - Chair
Ten, Mike - Vice Chair

Ontario
South Pasadena

Member

Adams, Steve
Aldinger, Jim
Ayala, Luis
Baldwin, Harry
Beauman, John
Becerra, Glen
Bone, Lou
Brown, Art
Buckley, Thomas
Burke, Yvonne
Carroll, Stan
Chastain, Kelly
Chlebnik, John
Dale, Lawrence
Daniels, Gene
Diels, Steve
Dixon, Richard
Dunlap, Judy
Edgar, Troy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Glancy, Thomas
Gross, Carol
Gurule, Frank
Hack, Bert
Hahn, Janice
Hernandez, Robert
Jahn, Bill
Leon, Paul
Lowe, Robin
Lowenthal, Bonnie
Martinez, Sharon
Masiel, Andy
McLean, Marsha
Messina, Barbara
Millhouse, Keith
Mills, Leroy
Nuaimi, Mark
O'Connor, Pam
Ovitt, Gary
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom
Wilson, Michael

Representing

Riverside, WRCOG
Manhattan Beach
San Gabriel Valley COG
San Gabriel
Brea
Simi Valley
Tustin
OCTA
Lake Elsinore
Los Angeles County
La Habra Heights
SANBAG
WRCOG
Barstow
Paramount
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Inglewood
Los Alamitos
Moreno Valley
Long Beach
Grand Terrace
Laguna Niguel
VCOG
Culver City
Cudahy
Orange County COG
City of Los Angeles
Anaheim
SANBAG
SANBAG
RCTC
Gateway Cities COG
San Gabriel Valley COG
Pechanga Band of Luiseno Indians
North Los Angeles County
Alhambra
VCTC
Orange County COG
SANBAG
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Los Angeles
La Canada Flintridge
County of Riverside
Walnut
CVAG

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee.”

- | | | | |
|-------|--|----------------------------|----|
| 1.0 | <u>CALL TO ORDER & PLEDGE
OF ALLEGIANCE</u> | Hon. Alan Wapner,
Chair | |
| 2.0 | <u>PUBLIC COMMENT PERIOD</u>
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. | | |
| 3.0 | <u>REVIEW and PRIORITIZE AGENDA ITEMS</u> | | |
| 4.0 | <u>CONSENT CALENDAR</u> | | |
| 4.1 | <u>Approval Items</u> | | |
| 4.1.1 | <u>Minutes of November 27, 2007</u>
Attachment | | 1 |
| 4.1.2 | <u>Minutes of December 6, 2007</u>
Attachment | | 13 |
| 4.1.3 | <u>Letter to Congressman Costa to Amend High Speed
Rail Legislation</u>
Attachment | | 36 |
| 4.2 | <u>Receive and File</u> | | |
| 4.2.1 | <u>2007 State and Federal Legislation Matrix</u>
Attachment | | 38 |



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TRANSPORTATION & COMMUNICATIONS COMMITTEE

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8.0 INFORMATION ITEMS

- 8.1 Multi-County Goods Movement
Action Plan (MCGMAP)
Attachment

Sam Morissey, 110
Wilbur Smith Assoc.

30 minutes

The MCGMAP addressed goods movement challenges to identify strategies and options (short, mid and long-term) that can be implemented for the region and individual counties.

- 8.2 Update on the Draft 2008 RTP
Attachment

Rich Macias & 120
Naresh Amatya,
SCAG Staff

10 minutes

Staff will provide an update on the status of the Draft 2008 RTP since its release for public review and comments on December 6, 2007.

- 8.3 2008 Regional Champion Awards
Attachment

SCAG Staff 121

5 minutes

Each policy committee has opportunity to nominate candidates for recognition of their exemplary service to the region. Candidates should be members of the regional community who go above and beyond the usual to serve the Region.

9.0 CHAIR'S REPORT

Hon. Alan Wapner

10.0 FUTURE AGENDA ITEMS

Any committee member or staff desiring to place items on a future agenda may make such request.

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The next meeting of the Transportation & Communications Committee will be held on February 1, 2008 at the SCAG office in downtown Los Angeles.



Transportation and Communications Committee
of the
Southern California Association of Governments
November 27, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Baldwin, Harry	San Gabriel
Beauman, John	Brea
Bone, Lou	Tustin
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Daniels, Gene	Paramount
Dixon, Richard	Lake Forest
Edgar, Troy	Los Alamitos
Glancy, Thomas	VCOG
Gross, Carol	Culver City
Hack, Bert	Laguna Woods
Leon, Paul	SANBAG
Lowenthal, Bonnie	Long Beach
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
O'Connor, Pam	Santa Monica
Ovitt, Gary	San Bernardino County
Sykes, Tom	Walnut
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan - Chair	Ontario

Members Not Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Becerra, Glen	Simi Valley
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Burke, Yvonne	Los Angeles County
Chastain, Kelly	SANBAG
Dale, Lawrence	Barstow

Members Not Present (continued)

Dunlap, Judy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Green, Cathy
Gurule, Frank
Hernandez, Robert
Jahn, Bill
Lowe, Robin
Martinez, Sharon
Masiel, Andrew
Millhouse, Keith
Mills, Leroy
Nuaimi, Mark
Roberts, Ron
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey

Inglewood
Moreno Valley
Long Beach
Grand Terrace
City of Laguna Niguel
OCCOG
Cudahy
Anaheim
SANBAG
Hemet/ RCTC
SGVCOG
Pechanga Band of Luiseno Mission Indians
Moorpark
Cypress
SANBAG
Temecula
Los Angeles
Cathedral City
Fullerton
Las Virgenes/Malibu COG
Los Angeles
Arroyo Verdugo COG
Riverside County

New Members Not Present

Diels, Steve Redondo Beach

Voting Members, Not Elected Official

James McCarthy representing Rose Casey Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:10 a.m.

Hon. Alan Wapner announced that Councilmember Steve Diels, Redondo Beach, was a newly appointed member to the TCC.

2.0 PUBLIC COMMENT PERIOD

There were eight public comments:

- 1) Mr. Kirk Cartozian, Chairman of the Orangeline Development Authority and Councilmember of the City of Downey, requested that the TCC have a discussion on including the Orangeline in the Constrained RTP.

Mr. Cartozian read a statement issued from State Senator Alan Lowenthal addressed to the TCC. *“As SCAG finalizes the 2008 RTP for Southern California, it is my hope that the Orangeline High Speed Maglev Project continues to be included in the RTP as one of the Region’s transportation solutions. The Orangeline Development Authority has made progress over the past three years to enhance the Maglev project.*

This project is rooted in a local initiative of 20 cities in Los Angeles and Orange County, some of which I represent but others that extend well beyond the boundaries of my District. As Chair of the California Senate Transportation and Housing Committee, I am working with my colleagues to bring better transportation to all Californians. But we know that Sacramento cannot do it alone, when local cities take initiative to help meet our transportation needs the legislature wants to support their efforts. Again, it is my hope that SCAG will consider my request and include the Orangeline High Speed Maglev project in its 2008 RTP.”

Mr. Cartozian stated that the Orangeline Development Authority (OLDA) also received the same support from State Assembly member Hector De La Torre in its efforts. The project has made tremendous progress with the formation of a fourteen member Joint Power Authority three and a half years ago, along with the execution of the public/private partnership agreement. The ARCADIS team has contributed more than \$1.1 million in private investment to the project thus far and ARCADIS is on its way to the completion of Phase I of the preliminary engineering and financial planning. The project meets Federal reasonably financial constraint requirements in the RTP and will help to secure federal government approval in the RTP. The JPA believes this project helps to erase the budget deficit identified in the budget matrices discussed by the TCC earlier this month. And since project revenues equal cost, the project helps to elevate the necessity of tax increases to cover RTP project costs. It enables new transportation capacity that the new RTP otherwise cannot provide. The project provides billions of dollars in economic benefit and mobility, and improvement for its member cities for the Region. Any delay in its implementation will deny these benefits to future system users in the corridor cities to the end of the Region.

- 2) Hon. Bill Dewitt, Mayor of South Gate, stated the City of South Gate has participated in and supported the Orangeline Development Authority because the City looks at the Orangeline as a project that would help alleviate a number of the transportation issues in the southeast region and also promote economic development in the area. The Orangeline High Speed Maglev project is very important to South Gate and the surrounding cities.
- 3) Hon. Scott Larsen, Mayor of the City of Bellflower, stated that the Orangeline Development Authority was currently made up of 14 cities. The City of Santa Ana will also be joining the JPA. The corridor it is seeking will serve 3 million people mostly along the I-5. The JPA has made tremendous progress over the past four years. There is very strong support from the communities. There is strong interest and support from the private funding sector. The JPA received a letter from Roger Snoble, MTA, stating that if the Authority gets through the EIR process, the MTA will likely make available the right-of-way to the Orangeline. The project revenue projections, based on the SCAG models, are sound. The communities in the southeast region request that you include the Orangeline in the RTP.

Hon. Richard Dixon, Mayor City of Lake Forest, asked Mr. Larsen if he could provide him a copy of the letter from Roger Snoble because the TCC had not been notified by the MTA of its giving the Orangeline the right-of-way.

- 4) Mr. Perry Maljian, MACTEC, stated that the Orangeline alignment goes through a heavily trafficked corridor. MACTEC has put into the project a substantial amount of money doing the preliminary engineering. If MACTEC did not have faith in the project it would not have put money into the Orangeline. Mr. Maljian asked what other projects are in the RTP, where the consultants themselves believed in the project so much they put their own money into the project to see it come to fruition. Mr. Maljian urged that SCAG considers putting the Orangeline in the RTP because it deserved to be there.
- 5) Mr. Michael Hellon, Field Deputy to Assemblyman Hector De La Torre, read to the TCC as statement made by the Assemblyman. It read, *"If I were not currently in Sacramento attending to legislative business I would absolutely be present urging the TCC to keep the Orangeline HighSpeed Maglev in the 2008 RTP. This project merits further review and action including progress. The Orangeline Development Authority has moved well beyond creating a JPA three and a half years ago to form a public/private partnership with a consortium of private firms that have committed and expended over \$1.1 million in preliminary engineering and financial planning. The area to be served extends from north Los Angeles County through southeast Los Angeles County and into Orange County, as the only north south Maglev alternative in contrast with several east west routes along Interstate 10. This unique location itself merits the Orangeline inclusion in the RTP. The Orangeline HighSpeed Maglev is a public-private partnership that can help stretch limited public resources. Given that SCAG must include only projects that meet federal financial constraint requirements it should include this project in the 2008 RTP because of its reliance on private over public funding."* Mr. Hellon then went on to request that the TCC include the Orangeline in its 2008 RTP.

Hon. Richard Dixon asked Mr. Hellon if Assemblyman De La Torre had actually had the opportunity to speak with SCAG with regard to the current rules as they had changed since the 2004 RTP was done to discuss the potential ramifications of the Orangeline being in the RTP. Mr. Hellon stated that he did not believe the Assemblyman had had the opportunity. Mr. Dixon expressed that he strongly suggest that the Assemblyman do so.

- 6) Mr. Dean Grose, Councilmember City of Los Alamitos, stated that he served as an alternate on the Orangeline JPA. The Orangeline does not run through Los Alamitos, but the City has deemed early on that the Orangeline will have a benefit to its residents and the community by removing some of the transit that the City is impacted with and therefore Los Alamitos has been a member of the JPA from the onset and supportive of keeping the Orangeline as part of the RTP. The Orangeline will help generate regional goals to improve mobility, housing, jobs, and economic improvements. The project can generate a potential of \$98 billion in economic benefit, including \$3 billion in user costs savings, \$21 billion in station area improvements and feeder services, \$36 billion in travel delay savings, and \$23 billion in investor interest earnings. It will offer commuters a high-speed alternative to congestion, traffic and delays with average speeds between 70-90 MPH and possibly as high as 100 MPH. It will reduce Green-House Gas emissions by 2,000 tons per day, thereby supporting the mandate of the California Global Warming Solutions Act of 2006 to reduce emissions from the current 13.8 tons per day per capita down to 1.5

tons per day by 2050. It will also reduce gasoline consumption by 2.5 billion gallons. Mr. Grose encouraged that the TCC leave the Orangeline in the 2008 RTP.

- 7) Ms. Charlene Palmer, ARCADIS, stated that she represented the private partnership portion of the project. The private partnership has invested a lot of money and time. ARCADIS has done this because the project speaks towards the embodiment of a public-private partnership, the enthusiasm of the cities, the forward looking at regionalism, the connectivity it can provide, and including it with the other projects that are part of the RTP. This is a green project that speaks toward mobility, connectivity, global warming, and reduces congestion. ARCADIS would urge the TCC to include the Orangeline in the RTP and consider it as part of the good faith and trust in moving public-private partnership forward to address the basic lack of funding for a lot of projects across the Region.

Hon. Richard Dixon inquired of Ms. Palmer if the private-public partnership was in the planning development stage or was it actually funding the building of the Orangeline. Ms. Palmer responded that it is currently in the planning stage looking towards the funding. Mr. Dixon asked what private sources of funds are available to the Orangeline to build the project. Mr. Dixon then rephrased his question and asked if at this time there was a private partnership agreement in place to fund the building of the Orangeline? Ms. Palmer responded that there was not. Mr. Dixon stated that the FHWA requires, for the Orangeline project to be in the RTP, that there be a letter of commitment from a private source to build the project.

- 8) Mr. Luis Marquez, Deputy to State Senator Alan Lowenthal, read a statement from Senator Lowenthal which replicated what Mr. Cartozian read to the Committee in Item 1 above, second paragraph.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 ACTION ITEMS

4.1 Draft 2008 Regional Transportation Program (RTP)

In response to a letter addressed to President Ovitt from the Orangeline Development Authority, Hon. Alan Wapner, Chair, stated that the 2008 RTP process has held more workshops than were ever held in the history of SCAG. There have been in excess of ten workshops and meetings where everyone has had an opportunity to address the Orangeline. Notifications of the workshops were posted on SCAG's website. The workshops were open to the public and all agencies; it has clearly been an open process. For there to be a sentence in the document stating that no one was ever notified of the workshops and it was a closed process, is offensive. In fact, support of the Orangeline has been discussed in length and publicly for the past three months.

The only reason the Orangeline was removed from the RTP is that it did not meet the new requirements of SAFETEA-LU, which requires meeting financial constraints that are different from the 2004 law. There was concern that there was not an available right-of-way, and that a letter of commitment is required to demonstrate funding for the project. If these requirements can be met the TCC can

then support the project. Hon Wapner stated that he supported the Initial Operating Segment (IOS) but if the IOS does not receive the funding commitment letter, he will then ask that the IOS be removed from the RTP because every project has to follow the same guidelines.

Hasan Ikhata, SCAG Planning & Policy Director, stated that with regards to the letter to President Ovitt he wanted to clarify that when the Hon. Alan Wapner was quoted as saying he was not going to let any project jeopardize the RTP, he was talking about all Maglev projects, not just the Orangeline. The IOS that was included in the RTP has a complete planning and pre-engineering study, a Business Case, and a letter on file from Caltrans regarding the right-of-way availability. Unless SCAG gets a letter of commitment from a private entity between now and the release of the RTP, Mr. Ikhata does not believe that this Committee will put the IOS in the Plan because the Region will not jeopardize the RTP for any project. The requirements are clear:

- A letter of financial commitment needs to be presented.
- OCTA and MTA have to give SCAG an indication that a right-of-way is available.
- A Business Case, showing how the Region will move forward in implementing the project, is required.

Joe Burton, SCAG Chief Counsel, informed the Committee that the Regional Council adopted a Public Participation Plan. The plan has been the most inclusive process for the development of an RTP. With regard to the financial aspects of the RTP, you either have committed, available, or reasonably available funds. A reasonably available fund is a term used for new sources of funding and public-private partnerships. Discussed at today's meeting are the reasonably available funds. There are federal regulations regarding this, and a letter of commitment for local or private sources of funds not dedicated to or historically used for transportation purposes, a commitment in writing, or a letter of intent by the responsible official or body having control over the funds may be considered a commitment. Mr. Burton stated that the regulations he was referring were issued in February of 2007. The guidelines that were disseminated by the FHWA, FTA, and Caltrans dated 2004 are still valid guidelines which were disseminated for giving guidelines, they are not the regulations themselves.

Hon. Richard Dixon, City of Lake Forrest, stated that there are two other projects other than the Orangeline within the RTP that he was concerned about. OCTA, RCTC, MTA are transportation commissions. The Orangeline is a JPA made up of 14 cities. If a project in the RTP fails during the cycle and causes the Region to go out of conformity, that means all federal funding for all projects cease to exist throughout the entire Region. An example of this is when the OCTA decided it was no longer going to be building the Centerline in Orange County; OCTA was required to replace the project to make sure the Region did not go out of conformity. The project was replaced with a system of BRT throughout the County and an enhanced Metrolink service. I would like to ask the Executive Director of the JPA if the Authority is prepared to recommend to your city members some method alternative to the Orangeline should the project not be completed. The right-of-way has not been obtained, and probably will not get

granted. If this is the case, if you are going to have a substitute project the JPA's individual cities are going to have to come up with projects within their cities to make sure the Region does not go out of conformity. If the Orangeline goes in the Strategic Plan, it does not mean the project is dead. It can always come out of the Strategic Plan and go into an amended RTP when the requirements are met. Mr. Dixon pointed out that if alternate projects are not at hand by the JPA's 14 cities should the plan not go through, the CTC's in the Region will sue each individual city because they have lost all their federal funding.

Hasan Ikhata informed the Committee that the RTP can be amended at any time within the Plans four years. It would be easy to move the Orangeline from the Strategic Plan to the Constrained Plan because it is a transit project that enhances air quality. Even though the Orangeline is currently in the Strategic Plan it does not mean that it is not an important project, it is in the Strategic Plan because all the requirements have not been met.

Hon. Troy Edgar, Los Alamitos, stated that the Orangeline was a project in process, the JPA is just asking for a fair review. Mr. Edgar stated that he would like to have submitted to every Board member a copy of the Letter Of Commitment on the IOS. Mr. Edgar stated that if you look at the legal reading in the regulation, it says commitment; it does not say the percentage of the project that has to be potentially committed to. The JPA has a private partnership that has turned over a check for over a million dollars for the Orangeline. The IOS segments do not have a letter for the entire amount of the project and this comes back to procedure parity. The Orangeline needs to be treated as fair as the other projects in the RTP. Mr. Edgar requested a motion to put the Orangeline in the RTP subject to the FHWA standards review of the project to see if there is a conformity issue.

Hon. Alan Wapner stated that at the last meeting of the TCC there was an action to move the RTP matrix forward as a draft document. At that time anyone could have made a motion to remove or add a project into the matrix. Mr. Wapner acknowledged Mr. Edgar's requested motion. Mr. Wapner stated that after further discussion of the Orangeline if Mr. Edgar wanted to make the motion and if the motion is seconded, the Committee will then conclude whether or not it is in the RTP.

A question was raised on how to move a project without a corridor, a project with proposed funding but the funding will not occur until such time as you have an approval. What are the conditions that will give rise to move a project from strategic to constrained? Hasan Ikhata responded that the Orangeline Development Authority, with its project in the Strategic part of the RTP, can move forward with planning feasibility studies but can not do environmental reports. When the JPA can come forward with a business case and commitment a request can be submitted to SCAG for an amendment to the RTP. At which time SCAG will amend the RTP to include the Orangeline and run the conformity analysis.

A question was raised as to whether the Region had had any administrative hearings, any rule definitions, or any attempt to clarify what reasonably available means. Joe Burton, SCAG Chief Counsel,, responded that there has not been any administrative hearing regarding the definitions. The definitions are rather new, but they do have historical precedent.

A question was raised as whether the Orangeline project would lose its ability for funding to keep moving forward within the plan. Hon. Alan Waper responded the JPA could still apply for feasibility studies but not for environment impact reports, construction or anything else. Hon. Troy Edgar responded that the JPA had done three and a half years of studies and is ready to move to the next phase. The JPA has been to Wall Street and has talked to all the significant investment banks. The banks have told the JPA that the project needs to stay in the Constrained RTP. It is not about the federal ability for the project to stay viable, on the private side it is a sign of credibility that the project cannot get around. If the project gets pulled from the RTP it costs the JPA a significant amount of credibility that has taken the JPA three and half years to gain. There is a business case and it has been reviewed with a private investment. The project needs to stay in the RTP to get to the next level.

Hon. John Chlebnik, WRCOG, stated that in the event the Orangeline is not included in the RTP what might satisfy the Region's cities is excluding it. If we do, SCAG does so with a written proviso that if funding becomes available for the building of the Orangeline, that it will become added to the RTP at that time. When the funding is available the project will be put back into the RTP.

Hon. Marsha McLean, North Los Angeles County, pointed out that all the cities have transit orient development as part of their planning process. The fourteen cities within the JPA realize the need for a transit system of some sort. It appears that in a planning document you want to have plans that will help the Region move forward and not backwards. There are two ramifications: 1) it is highly probable that every single city in the JPA has an alternate plan and, 2) there is a commitment from private investment if there can be a government bond. This will meet two of the criteria. And, if you do not or do not want to take semantics, as Mr. Burton quoted from the guidelines, there must be a responsible body having control over the funds. The JPA would have control over the funds meeting three of the criteria.

Hon. Alan Wapner inquired if there was a letter from Wall Street committing the \$19 billion in funding. Hon. Marsha McLean responded the JPA had not asked for one yet. Hon. Alan Wapner suggested that the JPA get a letter of commitment before the TCC it could make a difference on the direction the Committee takes on the projects place in the RTP.

Hon. Lou Bone, City of Tustin, pointed out that money was one of the issues but the other issue was that there was no granted right-of-way. OCTA has not release any right-of-way and MTA is not releasing any right-of-way. Right-of-way has to be there before a private partnership can fund any project. The right-of-way is what needs to be focused on and established.

A question was raised as to whether there was a letter of commitment for the right-of-way and funding for the IOS. Hon. Alan Wapner responded that there was as letter of right-of-way from Caltrans and a letter of financial commitment from a private vendor.

Hon. Marsha McLean inquired as to whether there could be a separate category in the Strategic Plan listing out the Orangeline and its potential so that the JPA can go to private investors and show that the project has merit and all that is required is a letter of commitment. Hon. Alan Wapner responded that there were a couple of paragraphs in the Draft RTP committed to the Orangeline project. Hon. Marsha McLean responded that the language needed to be more reality based. Hon. Alan Wapner said that Ms. McLean could present to Staff a revision of the language if she so desired.

Hon. Richard Dixon informed the Committee that the Orange JPA has not been able to meet the current requirements to be in the RTP. This will make the project more difficult to deliver but not impossible. When the JPA does meet the guidelines, the RTP should be amended to include the Orangeline. This will give the JPA the time it needs to secure the funding from Wall Street.

Hon. Troy Edgar (Los Alamitos) made a MOTION that the Orangeline be included in the Constrained RTP conditional to review with the FHWA so they can look at any conformity issues. MOTION was SECONDED by the Hon. Gene Daniels (Paramount).

Mark Pisano, SCAG Executive Director, stated that SCAG has done everything it possibly can to further the notion of public-private partnerships. Staff obtained legislation that would give us authority to do this. Staff has met with every participant who has submitted letters, particularly using the legislation before us, and SCAG has noted to them that the funding commitments unless the guarantees have been enacted and have been allocated to the project. That means there can not be a backstop that the ports or airports will guarantee unless there is an action of such a body indicating that they would or that the federal government would guarantee monies or provide bonds as part of a commitment. If SCAG has a letter of commitment from a party and an indication from a financial institution that controls the monies without requirements of guarantees then Staff can accept the letter. SCAG attempted to help the Orangeline project move forward by putting it into a process where it can get the right-of-way commitment from the agencies that the JPA needs to get the commitment from.

Hon. Richard Dixon raised a question to SCAG Staff as to what would be the difference between listing the Orangeline in the Strategic Plan as a transit project versus having it listed in the Strategic Plan as potential Maglev project. Mr. Ikhrata responded that there is no difference. Mr. Dixon then stated that he would like to make a substitute motion because the Orangeline does not meet the required criteria to be put in the RTP. Mr. Dixon made a SUBSTITUTE MOTION that the Orangeline remains in the Strategic Plan but not as a transit project, instead a potential Maglev project. Additionally, that SCAG's legal entity

issue a letter to the JPA informing it that once the criteria is met for the Orangeline, SCAG will work diligently to have the project removed from the Strategic Plan to the RTP. The MOTION was SECONDED by Hon. Bert Hack Orange County COG.

Hon. Alan Wapner advised the Committee that which ever way the motions went the draft RTP discussion is still open until next week. The action that the TCC is taking today in order to conform to the Brown Act, is the action on the agenda which is to forward the draft RTP to the TCC for formal adoption at the December 6th meeting. Today we are moving one component, the Orangeline, to vote on separately. We will vote on the entire Action Item when we are done with discussion of the Orangeline.

Hasan Ikhrata advised the Committee that the draft RTP, with or without the Orangeline, meets air quality standards and the financial constraint.

A question was raised as to whether MTA or OCTA had a problem with moving the Orangeline from transit to high-speed rail. Michael Litschi, OCTA, stated that OCTA was currently working with the MTA on an inter-county transportation study looking at a variety of issues between the two counties, one of which is transit alternatives on the PE right-of-way. There is currently no formal Board position on the Orangeline. In OCTA's Long Range Plan, the Orangeline is not included in the Constrained 2006 Long Range Plan. Brad McAllester, MTA, stated that he was not aware if the MTA has a position on having the project in one category or another or if it would be of impact to the MTA. He will report back to the MTA today's discussion so the MTA can work with SCAG Staff between now and December 6.

Hon. Alan Wapner clarified for the Committee that when the RTP is submitted to the FHWA for review, if the FHWA finds the document does not meet financial constraints, the FHWA does not look at specific projects and say it is going to or not going to be constrained according to this project, they just return the entire document and we have to start all over again.

A vote was then taken on the SUBSTITUTE MOTION to include the Orangeline in the Strategic Plan but describe it as high-speed rail project as opposed to a transit project. Additionally, a letter of support from SCAG's President or Executive Director indicating that upon receipt that the current guidelines for inclusion in the Constrained Plan are met, SCAG will move forward in amending the Plan to include the Orangeline in the RTP.

Rich Macias, SCAG Transportation Manager, asked the Committee for clarification on the language of the substitute motion stating that Staff can assume that the Orangeline will not be included in the Plan all the way to the final draft of the RTP. Hon. Alan Wapner confirmed that this was correct. Mr. Wapner also clarified that that if the guidelines for the Orangeline project are met before the RTP is released on December 6th it would not be a problem to include the project in the Plan at that point.

Hon. Carol Gross, Culver City, made a MOTION TO CALL FOR THE QUESTION. The MOTION was SECONDED. There was no further discussion on THE CALL FOR THE QUESTION. CALL FOR THE QUESTION was voted upon and APPROVED by the MAJORITY of the TCC. Hon. Gene Daniels, Barstow, Hon. Marsha McLean, North Los Angeles County, Hon. Troy Edgar, Los Alamitos, and Hon. Thomas Glancy, VCOG, OPPOSED the CALL FOR THE QUESTION.

A slide presentation was then given to the TCC on the RTP.

Discussion ensued on the High Desert Corridor and the CETAP project to make sure that the two projects were meeting the same financial constraints that other projects had to meet. Mr. Ikhrata explained to the Committee that the High Desert Corridor had two portions, one in San Bernardino County and the other in Los Angeles County. San Bernardino committed local funds in their Constrained Plan. There was public commitment from SANBAG. There is no public commitment from MTA because it has not completed its Long Term Plan. In addition to the Public Commitment from SANBAG there is a JPA that has been created for the corridor.

Mr. Ikhrata reported to the Committee that the he had a meeting two weeks ago with OCTA and RCTC Staff on the CETAP project. Riverside is committing \$370 million to the four corridor CETAP projects. OCTA is not committing to all the CETAP corridors, there is \$925 million committed to what is consistent with the MIS conclusion. This does not include the tunnel. There was discussion about a letter saying that OCTA was committed to certain aspects of the CETAP. There is some confusion about what part of the CETAP the \$925 million is going to. There will be a meeting tomorrow to clarify from OCTA and Riverside whether the commitment is accurate. Pending this discussion a decision will be made as to whether the project stays in the RTP.

A GENERAL CONSENSUS was made to MOVE the RTP forward to the TCC on December 6th.

5.0 CHAIR'S REPORT

Hon. Alan Wapner announced that there would be a minimum of three public meeting throughout the Region in January. Mr. Wapner will be visiting every sub-region and commission in the next few months to go over the Plan and hear comments regarding it. The final RTP will be brought to the Regional Council in March for approval.

6.0 FUTURE AGENDA ITEMS

No items.

7.0 ANNOUNCEMENTS

Hon. John Chlebnik, WRCOG, announced that there is an organization related to Goods Movement called the River Of Trade Corridor that runs out of the Ports back into the Mid-West into Canada through Detroit. The organization had no dues or fees when they

hold conferences. Mr. Chlebnik recommended that SCAG should consider joining it. Hon. Alan Wapner suggested to Staff that perhaps they could invite the organization to make a presentation to the TCC at a future meeting.

8.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:29 a.m.

The next committee meeting will be held on **Thursday December 6, at the SCAG office in downtown Los Angeles.**



Rich Macias, Manager
Transportation Planning Division

Transportation and Communications Committee
of the
Southern California Association of Governments
December 6, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was a quorum.

Members Present

Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Baldwin, Harry	San Gabriel
Beauman, John	Brea
Bone, Lou	Tustin
Brown, Art	Buena Park
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Dale, Lawrence	Barstow
Daniels, Gene	Paramount
Diels, Steve	Redondo Beach
Dixon, Richard	Lake Forest
Edgar, Troy	Los Alamitos
Gabelich, Rae	Long Beach
Glancy, Thomas	VCOG
Green, Cathy	OCCOG
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Hack, Bert	Laguna Woods
Lowenthal, Bonnie	Long Beach
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
Mills, Leroy	Cypress
O'Connor, Pam	Santa Monica
Ovitt, Gary	San Bernardino County
Pettis, Gregory	Cathedral City
Quirk, Sharon	Fullerton
Rutherford, Mark	Las Virgenes/Malibu COG
Smith, Greig	Los Angeles
Spence, David	Arroyo Verdugo COG

Members Present (continued)

Sykes, Tom
Ten, Mike – **Vice Chair**
Wapner, Alan - **Chair**

Walnut
South Pasadena
Ontario

Members Not Present

Adams, Steve
Becerra, Glen
Buckley, Thomas
Chastain, Kelly
Dunlap, Judy
Flickinger, Bonnie
Garcia, Lee Ann
Glaab, Paul
Hernandez, Robert
Jahn, Bill
Leon, Paul
Lowe, Robin
Martinez, Sharon
Millhouse, Keith
Nuaimi, Mark
Roberts, Ron
Parks, Bernard
Stone, Jeffrey

Riverside, WRCOG
Simi Valley
Lake Elsinore
SANBAG
Inglewood
Moreno Valley
Grand Terrace
City of Laguna Niguel
Anaheim
SANBAG
SANBAG
Hemet/ RCTC
SGVCOG
Moorpark
SANBAG
Temecula
Los Angeles
Riverside County

New Members Present

Hahn, Janice

City of Los Angeles

New Members Not Present

Wilson, Michael

CVAG

Voting Members, Not Elected Official

Rose Casey

Caltrans

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:39 a.m.

2.0 PUBLIC COMMENT PERIOD

Hon. Alan Wapner announced that the public comment cards received at today's meeting related to specific components within the RTP. The public speakers will be called upon when the meeting gets to that particular item within the RTP.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS**4.0 CONSENT CALENDAR**

Hon. Alan Wapner announced that Hon. Mike Wilson, Redondo Beach, was appointed to the TCC representing CVAG. The Hon. Janice Hahn, City of Los Angeles, was also appointed to the TCC.

It was noted that there are a couple of corrections to the Minutes listing of Members Present at the November 1st meeting. Hon. John Chlebnik and Hon. Marsha McLean did attend the meeting.

A MOTION (Hon. Lou Bone) was made to APPROVE the Consent Calendar. The MOTION was SECONDED (Hon. Bert Hack) and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 2008 State and Federal Legislative Program - Draft

Don Rhodes, SCAG Manager of Legislative Affairs, stated that this year's legislative program focused on the region's big issues, such as air quality and goods movement. As the RTP process has moved forward, SCAG has tried to ensure that any item that required legislative direction from the RTP would be included in the legislative program.

SCAG has received a letter from the Orange County Council of Governments (OCCOG) with several recommend revisions to the program. Hon. Alan Wapner informed the Committee that they would have to consider the recommendations prior to further discussion of the approval of the legislative program.

Chair Wapner stated that there were other recommendations to the program, including:

- In the transportation funding section, add language that provides for specific, rather than general protection, of Proposition 42 funds from future borrowing or use for any purposes other than transportation.
- In the federal and state transportation sections, add language that supports high-speed rail deployment at the federal, state, and regional levels. This support is specifically for the preparation of preliminary engineering for the extended IOS, the EIS, and the state EIR necessary for public/private investment, as well as funding to complete deployment of the IOS by 2010.
- Add a federal transportation section to protect provisions for funding under the Congestion Mitigation Air Quality program (CMAQ).
- Add efforts to reduce the vote threshold from two-thirds majority to 50 percent + 1 for proposals to increase the sale tax for self-help counties.

Chair Wapner asked the Committee for its feedback on the decision to include in the legislative program, a proposed modification of the majority required to pass a local self-help tax from two-thirds to a 50 percent +1 majority.

This is specific to a sales tax. Existing law requires a two-thirds majority to pass a local sales tax initiative, and the recommendation is to decrease that to a 50 percent +1, similar to what is required for school bonds.

Chair Wapner stated that through strategic plans, the Region would be developing other alternative funding sources that might be more relevant than a sales tax, which has no nexus to transportation. Mr. Wapner asked Mr. Rhodes if the existing law, in order to be changed, would require a vote that would have to be brought forward to the public or would the legislature pass it on its own. Mr. Rhodes responded that it would have to go to the public eventually because of financial issues.

A MOTION (Hon. Greg Pettis) was made to add an item to the Legislative Program to change the required majority to pass a local self-help tax from two-thirds to 50 percent +1. The MOTION was SECONDED (Hon. Bonnie Lowenthal). The MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. John Beaman, Hon. Lou Bone, Hon. Stan Carroll, Hon. Marsha McLean and Hon. David Spence.

Hon. Alan Wapner stated that the Orange County Council of Governments is asking at this time that any reference to the RCP be eliminated from the Legislative Program. Hon. Art Brown, OCCOG, stated that the reason for including the revision was that OCCOG wanted to eliminate any reference of land-use by SCAG and any legislation allowing SCAG any type of land-use power.

A MOTION (Hon. Art Brown) was made to support the OCCOG recommendation to eliminate specific language from the Legislative Program pertaining to the RCP and Compass Program. The MOTION was SECONDED (Hon. Richard Dixon).

There was further discussion on the motion.

Hon. Richard Dixon clarified for the Committee that one of the reasons for removing the RCP as part of the Legislative Platform is that it is a voluntary program. The OCCOG felt that since the legislative platform is shared with Sacramento, including the RCP in the program would run the risk of having it change from a voluntary document to some kind of state mandated proposal. Since it is a voluntary document, it should not be in the legislative platform.

A question was raised as to who was the end user of the Legislative Program. Mr. Rhodes responded that the end users were Congress, the State Legislature, and other agencies that share the region's advocacy goals. It will go to the CTCs, the COGs, the sub-regions, and others. Many times the program becomes the basis of helping the State put together its advocacy position, as it did a few years ago with SAFETEA-LU.

Hon. Jim Aldinger, Manhattan Beach, stated that the end users in Washington or Sacramento will review the RCP and ask about the goals of the SCAG region. Mr. Aldinger would like to see in the Goods Movement section, under federal priorities, the graphic that was used in previous staff presentations, which reflected the percent of goods movement for the nation traveling through

Southern California's ports. This should be emphasized so anyone in Washington, D.C., or Sacramento understands the tremendous amount of goods movement that goes through our Region's ports.

Chair Wapner asked the Committee to vote on the earlier MOTION of the OCCOG recommendation to eliminate specific language from the Legislative Program pertaining to the RCP and Compass Program. The MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. Jim Aldridge, Hon. Marsha McLean, and Hon. Greg Pettis.

Chair Wapner then asked the Committee if there was any opposition to the Legislative Program as presented, including the new bullet points previously covered in the meeting. Is there any opposition that the Legislative Program as amended be recommended to the Regional Council. MOTION was APPROVED by CONSENSUS.

Members in OPPOSITION to the MOTION: Hon. Marsha McLean and Hon. Greg Pettis.

5.2 Draft 2008 Regional Transportation Plan

Hon. Alan Wapner stated there have been some minor modifications to the RTP but the major projects were still contained in the Plan.

The transportation strategies of the Plan address:

- transportation planning challenges and strategies
- safety and security
- importance of managing the Region's system wisely
- monitoring and evaluation
- maintenance preservation
- integrated land use
- travel demand management
- maximizing transportation system productivity

The strategic system expansion part of the Plan is the area that addresses some of the projects. The projects include:

- HOV Gap closures and connectors
- Dedicated lanes for clean technology trucks
- Mixed flow highway projects
- High occupancy toll lanes and toll facilities, including the I-710 tunnel gap closure, CETAP, and the High Desert Corridor.

Transit improvements include the expansion of bus rapid transit (BRT) service; Metrolink extension in Riverside County; and several light rail transit project such as the Gold Line Extensions and Exposition line

In the area of high-speed transit there is an extended IOS and a line from Anaheim to Ontario. SCAG has received an unsolicited proposal from American

Maglev Technologies stating that it will commit funding to build the extended IOS for passenger and freight, as well as the Anaheim/Ontario corridor. SCAG's legal counsel has reviewed the letter of commitment and has determined that it would be sufficient for federal scrutiny. American Maglev Technologies funding institution is Caleion Bank. The amount of funding is \$29 billion nominal dollars.

A question was asked if SCAG had received any other unsolicited proposals from applicants other than American Maglev Technology. Huasha Liu, SCAG, informed the Committee that there was a possibility that SCAG would be receiving a similar unsolicited proposal and letter of commitment from General Atomics in La Jolla, CA.

SCAG has reached an agreement with the High Speed Rail Authority that the Anaheim/Los Angeles portion of the corridor be included in the Plan because the OCTA has committed funds to study the corridor. It is believed that this particular corridor can meet financial constraint.

Chair Wapner resumed the RTP presentation with a discussion on aviation. He reminded the Committee that high-speed rail and aviation are interlinked. An important element of the aviation portion of the Plan is to get passengers to airports via high-speed rail.

An area of emphasis in the Goods Movement section are the dedicated truck lanes, which is now being referred to as alternative technology corridors or dedicated lanes for clean technology trucks. This corridor will be included in the RTP and spawns from the ports to the SR-60. In the area of freight rail expansion, the RTP will increase capacity for freight rail, add grade separations, and improve the emissions of locomotives.

In the RTP's section on finance, SCAG anticipates an increase in the State and Federal Gas Excise Tax. For the purpose of meeting financial constraint, this projection was based on historical data. It is estimated that the gas tax will increase \$.10 per gallon for Federal and State over the next 30 years, and projects the increase to be effective around 2011. Container fees are a maximum of \$200 per container and will finance a lot of the goods movement strategies that the Region is considering. The \$200 figure was a result of an elasticity study that showed it would support up to \$200 as long as it results in increased mobility and efficiency to their system. Value Capture Strategies are included in the Constrained Plan for \$3.7 billion this will included the sale of some Caltrans owned property, working some development deals with developers around some of the projects, and some benefit assessment districts. The Imperial County Local Sales Tax Extension was included because extensions in other counties in the Region have already been voted on. Staff is projecting that Imperial will also be voting on an extension of their local sales tax. This would take place in 2010, providing up to \$816 million between 2011 and 2035. The highway tolls that are included in the RTP are specific to new projects. Regarding Public-Private Partnership (PPP), the Region is seeking private vendors to help finance some projects, and they in turn will get the return on their investment through tolls and other revenue sources. Other sources of funding in the RTP will come from

Private Activity Bonds, Federal Funding (EPA) for clean freight rail technology, interest earnings, Riverside County Measure-A (Bond Anticipation Notes), some TIFIA loans, and the High Speed Rapid Transit System.

The next chapter in the RTP goes into Plan Performance and lists all the goals and objectives that were laid out prior to writing the RTP performance measures include: mobility, accessibility, provide a reliable transportation infrastructure system, it will meet productivity standards, is safe and secure, sustainable, preserve the existing infrastructure, cost effective, meets environmental conformity, and provides environmental justice for all segments of the population.

Hon. Bonnie Lowenthal, Long Beach, pointed out that there was nothing listed in the Plan's performance with regard to health impacts. Mr. Ikhata responded that there would be a discussion of health impacts in the Environmental Impact Report (EIR) of the RTP. Staff will add a discussion of health impacts into the Plan Performance section as applicable.

There are two sets of forecast numbers in the RTP. One set is called the baseline growth forecast which are numbers based on the input that SCAG has received from its member cities and sub-regions. The other set of numbers that are contained in the Plan incorporate some of the Compass 2% Strategies. When the Plan is adopted the Region is adopting a range from the baseline to the Plan numbers.

As a result of the Compass 2% Strategy, there was a population shift from the inland to the coastal counties. That shift was based technically on the fact that the Region gets more benefit when there is more concentration and more development around transit. There is more transit in the coastal communities than there is in the inland communities, therefore this results in a shift. The RTP number does not translate that the coastal communities will get more transportation funding and the reason is that the shift is only applicable to the cities that already have a program in place based on the existing funding allocation.

Chair Wapner asked that Peter Greenwald, South Coast Air Quality Management District, come forward and give his public comment while the Committee was covering the subject of goods movement and environmental impact. Mr. Greenwald stated he was in front of the Committee to express AQMD's support for zero and near zero emission technologies to move freight such as electrified rail. The Region needs all the emission reductions that the regulatory agencies and SCAG have been able to identify in order to meet federal attainment deadlines. The Air Resources Board still has undefined measures needed to achieve attainment. Goods movement is a big contributor to the Region's emissions and is relatively uncontrolled compared to other sources. The SCAQMD is pleased to see conservation for zero emission transportation systems such as rail electrification in the Draft RTP. Rail, for example, is the eighth largest category of nitrogen oxide and will grow to be the fifth largest category if not controlled. Also reducing diesel particulate matter emissions from rail, trucks, and other sources will help generate the public support needed for goods movement

projects. The AQMD commits to work with SCAG and other stakeholders to develop a plan that will both improve mobility as well as air quality.

Chair Wapner reminded Mr. Greenwald that the electrification of trains was not included in the Draft RTP. It was the TCC's policy decision to include tier four engines and not electrification in the RTP.

Chair Wapner then initiated the Orangeline discussion. Mr. Wapner reminded the Committee that the decision made at its last meeting was to include the project in the Strategic Plan as a high-speed rail project. The TCC does support the Orangeline but wants to make sure it was not compromising the success of the RTP by not meeting financial constraints. Since the last meeting of the TCC, the Orangeline's JPA has been able to provide documentation, and there will be additional documentation coming, that the Orangeline would be able to meet financial constraints to comply with the RTP requirements. With this in mind, Chair Wapner recommended that the Orangeline be included in the Constrained RTP. Chair Wapner pointed out that the Orangeline, the High-Desert Corridor, the CTAP, and the IOS are all subject to being taken out of the RTP prior to final adoption by the Regional Council if the documentation for meeting financial constraint is not received by SCAG. The Region's conformity ends on June 8, 2008, the Region does not have the time to recirculate the RTP. The Region has to make sure that whatever is approved as the final RTP in March, is the final document.

Rich Macias, SCAG, informed the Committee that SCAG would be meeting on December 12th with the federal representatives to walk them through the RTP. The feds will have many questions as we get into the review. SCAG will have a subsequent meeting with the feds as we go on through the process.

Hon. Richard Dixon stated that he was opposed to the Orangeline going into the Constrained Plan. The reason is that neither OCTA nor Metro has taken a position on the right-of-way. The project does not have access to the right-of-way. Mr. Dixon felt that it would be dangerous at this time to assume that because no position has been taken by either agency that it is okay. Mr. Dixon stated that the Orangeline should go into the Strategic Plan and come out once the issues are resolved. Mr. Dixon reminded the TCC that the motion that was passed at last month's meeting was to put it in the Strategic Plan and when project makes further progress, SCAG's Executive Director or President could draft a letter and address it to the Orangeline JPA, indicating support for the project. This letter can be used by the JPA during its efforts to market the project to Wall Street banks.

Chair Wapner informed Mr. Dixon that he was partially incorrect. It is true that letters have been received from the OCTA and MTA and both agencies state that they have not take a position on right-of-way. Each agency will be doing some alternative analysis and looking at different plans surrounding the project. It is SCAG's legal counsel's opinion that a project does not need a committed right-of-way to be in the Constrained RTP. What you can not have is an exclusion from the right-of-way, so had SCAG received letters from either entity saying that

under no circumstance could the Orangeline use this right-of-way, then that would be a problem. The fact that it is still be considered as a potential user of the right-of-way is circumstance to include the project in the RTP.

Mr. Michael Fitz, Staff Attorney for the Endangered Habitat League, stated he wanted to go on record with the understanding that the Draft RTP is going to be released for a 45-day public comment. Once the comment period begins, all the information that would enable a member of the public to evaluate the desirability of the Plan, its legality, and its compliance with federal regulations should be available for the public to review. Mr. Fitz requested that if there is additional documentation that is submitted as part of Plan, that the public comment period be re-initiated to enable the public at large to evaluate the information as part of the public process that the Plan has to go through under the Clean Air and Transportation act.

Rich Macias, SCAG, responded that as the RTP process progresses, SCAG will engage the Regional Council on how to address comments that Staff receives. Staff will document the entire process and release the documentation in the final draft RTP when it comes forward to the Regional Council for approval. Staff will gauge everything that comes in on the basis or whether or not Staff can identify the material as new and significant information because SCAG does not want to find itself in a position where it would have to re-circulate the RTP. Mr. Fitz responded that he would submit that the public has an independent right to determine what is significant information and what is not significant and the Habitat request that any information regardless of whether Staff deems it significant or insignificant be made available to the public as part of the public comment process in a timely fashion so new information not be added after the closure of the comment period. Hasan Ikhrata clarified for Mr. Fitz and the TCC that all relevant information will be released for public comment, and there will be no information kept as significant or insignificant; the public will have full review of everything.

Hon. Steven Diels, Redondo Beach, stated he had a question on the growth forecast numbers that were discussed earlier in the meeting. Mr. Diels stated that the range that Mr. Ikhrata referred to did not sound like it had any impact on the Plan. Why include both sets of numbers if there is no impact? Mr. Ikhrata clarified for Mr. Diels that the baseline numbers are needed to run a baseline scenario in the RTP, which is required along with an environmental impact report. Staff had previously informed the TCC that there would be a baseline forecast since it is used to run the no project scenario in the EIR and the baseline project in the RTP. The growth strategies outlined in the RTP are voluntary; no city needs to accept the plan numbers if they do not like them. Mr. Diels responded that it appeared that the two sets of numbers were incompatible and there needed to be further discussion as to what the numbers mean going forward with the RTP process. Mr. Ikhrata responded that the two sets of numbers are different, but not incompatible. The baseline is a technical forecast based on local city inputs, the Plan is based on the Compass 2% Strategy, a voluntary initiative and SCAG has almost 50 of its member cities participating in the program.

Chair Wapner then opened the floor to public comment period on the Orangeline Project.

Hon. Kirk Cartozian, City of Downey and Chairman of the Orangeline Project, stated that the JPA wanted to extend its thanks to SCAG as there had been some miscommunications in the past. He informed SCAG staff and the TCC that the JPA is on par within the RTP and its requirements to the federal government. In the last week, the JPA has provided its financial lenders commitment to the project, including that in good faith that the letter will be modified by Wedbush Morgan to the needs that SCAG has recommend to the JPA. The JPA feels that it has met the obligations and that any point in time, if the Orangeline falls short, the JPA will be the first to say it is time for the project to be pulled from the RTP. But now is not that time because the progress that has been made thus far. Also there is the commitment of the 14 member cities of the JPA, with two more cities joining in the near future.

Chair Wapner stated that he was not sure if it was going to be necessary for the rest of the public comment speakers to be heard at today's meeting of the TCC because he had not heard from a member of the TCC that the project was not warranted and necessary for the Region. The only hesitation from the Committee has been that the Orangeline may not meet the legal specification requirements for financial constraint, and the right-of-way issue. SCAG and the TCC have looked at the documentation and feel confident that JPA will be able to meet the financial constraints. But if the JPA does not, the recommendation will be to pull the Orangeline from the RTP prior to the final adoption of the RTP.

Chair Wapner then inquired of the TCC if they felt it was necessary to listen to the ten or so other public comment speakers. Hon. Richard Dixon interjected that he could save the Committee a lot of time by stating that if the Orangeline is currently meeting the guidelines then there is no reason for the project to not be in the Constrained Plan. Mr. Dixon stated that he had been the strongest advocate for the project not to be part of the RTP. Mr. Dixon stated that he did not feel it was necessary for any of the other public speakers to stand up and repeat what the Chairman of the Orangeline has just stated. The project now meets the qualifications the TCC has outlined to be in the Constrained Plan.

Chair Wapner then took a consensus vote to put the Orangeline Project back into the RTP. The consensus of the TCC was to put the project back into the RTP from the Strategic Plan.

Chair Wapner took the time to introduce the other public comment speakers:

Hon. Mario Guerra, City of Downey

Hon. Scott Larsen, City of Bellflower (commented briefly on the right-of-way issue)

Hon. Maria Davila, City of South Gate

Hon. Dean Grose, City of Los Alamitos

Michael Hollon, representing Assemblyman Hector De La Torre

Luis Marquez, representing Senator Alan Lowenthal

A MOTION (Hon. Richard Dixon) was made to include the Orangeline in the Constrained Plan of the RTP. The MOTION was SECONDED (Hon. Gene Daniels). The MOTION was UNANIMOUSLY APPROVED.

Chair Wapner then opened discussion on the High-Desert Corridor. He stated that there appeared to be some miscommunication among the CTCs. The corridor needs to meet the same requirements as all the other RTP projects, proof of public private/public partnership and funding constraints. The City of Victorville has committed \$200 million towards the project. The project has widespread support among legislators as well as well as local officials. The recommendation is to include the corridor project in the RTP subject to there being some type of funding commitment from a private vendor prior to final adoption.

Chair Wapner then invited the public comment speakers on the corridor project to come forward.

Hon. Henry Hearn, City of Lancaster and High-Desert Corridor JPA member, stated that he had a letter before him from himself and the North County Transportation Coalition requesting that the High-Desert Corridor project stay in the RTP. Tim Jasper, High Desert Corridor JPA, then came forward to state that the JPA, himself, Mayor Hearn, and the JPA members approved a RFP on December 3rd and is being circulated for a public/private relationship to make the project move forward. There is a project management plan for the entire High Desert Corridor that the JPA will forward to the Committee. Laurie Hunter, representing Supervisor Brad Mitzelfelt, High Desert, thanked the TCC for keeping the corridor project in the draft RTP. Michael Cano, representing Supervisor Mike Antonovich, stated that he was handing out a letter to the TCC on behalf of the Supervisor adding to the comments previously made about keeping the project in the RTP. One of the things that has impressed the Supervisor Antonovich is the impact this project can have on removing pass through traffic, downtown Clarita Valley from the I-5 across the I-201 and the I-10 all the way to the I-15 and back up, which is one of the biggest inefficiencies currently in the system. The Supervisor feels this project will have high major impacts not only in the High Desert area, but as well as the trade corridors and the local mobility options for residents in the Los Angeles and San Bernardino County basin. Laura Biery, City of Palmdale, thanked the TCC for keeping the High Desert Corridor in the constrained portion of the Draft RTP.

Chair Wapner then opened the floor for discussion on the CETAP. The CETAP are the various corridors that run between Riverside and Orange Counties. The CETAP is in a unique position because it has not been able to prove meeting financial constraints for the total Plan, but the CETAP actually has money over \$15 million appropriated and if the project is not included in the RTP, it can not keep this money. At this point the recommendation is to include the project in the Draft RTP subject to revision at a later time, if Staff finds that there is no way to keep the project in the Plan.

Hasan Ikhata, clarified for the Committee that the CETAP consist of four corridors. Both OCTA and RCTC have work together to study the potential for

this corridor. The project has received federal grants and RCTC, from their local money, committed close to \$320 million for this corridor. Staff needs to work with both CTCs to obtain the documentation so Staff can defend the project.

Hon. Richard Dixon stated that he wanted to remind the Committee that if the Orangeline, High Desert Corridor, or CETAP are pulled for some reason from the RTP once it has been approved, it could potentially put the entire RTP at risk from an air conformity perspective.

Rich Macias, SCAG, clarified for the Committee that with the TCC's approval today, Staff will release the Draft RTP for public review. Staff will close the public comment period when the EIR public comment period closes on February 18th. Staff will bring forward the EIR for public comment release in January.

A MOTION (Hon. Bert Hack) was made to APPROVE the Draft Regional Transportation Plan as amended to include the Orangeline as a high-speed transit system in the RTP and remove it from the Strategic Plan. The MOTION was SECONDED (Hon. Jim Aldinger). The MOTION was APPROVED. Members in OPPOSITION to the MOTION: Hon. Marsha McLean and Hon. Greg Pettis.

6.0 AVIATION TASK FORCE REPORT

The next meeting of SCRAA will be in January 2008. There is a survey that has been sent out to its members and other stakeholder inquiring as to whether SCRAA needs to continue as a body or not.

7.0 MAGLEV TASK FORCE REPORT

Hon. Lou Bone, Chair of the Maglev Task Force, stated that on November 11th – 13th a team comprising of Alan Wapner, Huasha Liu (SCAG), and myself visited the American Maglev Technology (AMT) test site in Atlanta, Georgia. We observed the test vehicle levitating, we were propelled along the line as we rode the train, and AMT sent SCAG an unsolicited proposal for developing a Maglev system to move both cargo and people in the Region. The next Maglev meeting will be on December 13th.

8.0 INFORMATION ITEMS

No items.

9.0 CHAIR'S REPORT

Hon. Alan Wapner announced that there would be a minimum of three public meetings throughout the Region (Los Angeles, Riverside and Orange County) in January. Mr. Wapner will be visiting every sub-region and commission in the next few months to go over the Plan and hear comments regarding it. The final RTP will be brought to the Regional Council in March for approval.

Pursuant to President Ovitt's request Chair Wapner will be reviewing all the task forces and sub-committees of the TCC to see which committees need to be kept and which

committees may need to be replaced. If the members of the TCC have any suggestions please bring them forward to Mr. Wapner.

10.0 FUTURE AGENDA ITEMS

No items.

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:08 a.m.

The next committee meeting will be held on **Thursday, January 3, 2008, at the SCAG office in downtown Los Angeles.**



Rich Macias, Manager
Transportation Planning Division

2007

= No Meeting NM = New Member

Member (including Ex-Officio) Last Name, First Name		Representing	X = County Represented						X = Attend						X = No Meeting NM = New Member						
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	1-Nov	27-Nov	Dec
Masiel, Andrew*	Pechanga Band of Luiseno Mission Indians					X				X									X		X
McLean, Marsha	Santa Clarita		X								NM						X			X	
Messina, Barbara*	Alhambra		X						X	X	X			X	X		X	X	X		
Millhouse, Keith*	Moorpark						X				X						X	X			
Mills, Leroy	Cypress			X							NM			X	X		X			X	
Nuaimi, Mark	SANBAG															NM					
O'Connor, Pam*	Santa Monica		X							X						X		X	X	X	
Ovitt, Gary*	San Bernardino County							X			NM			X	X		X	X	X	X	
Parks, Bernard*	Los Angeles		X					X		X	X					X					
Pettis, Gregory*	Cathedral City							X	X	X	X						X	X		X	
Quirk, Sharon	Fullerton		X								NM			X	X			X		X	
Roberts, Ron*	Terreclula						X		X		X				X		X				
Rutherford, Mark*	Westlake Village		X						X						X					X	
Smith, Greig*	Los Angeles		X					X	X	X						X		X		X	
Spence, David	La Canada Flintridge		X					X	X	X	X			X	X			X		X	
Stone, Jeffrey*	County of Riverside						X		X		X			X	X			X			
Sykes, Tom*	Walnut		X					X	X	X	X			X					X	X	
Ten, Mike - Vice Chair	South Pasadena		X																X	X	
Wapner, Alan* - Chair	Ontario								X	X							X	X	X	X	
Wilson, Michael	CVAG						X													NM	
Totals		0	27	9	10	8	2														

* Regional Council Member

CAA	CLEAN AIR ACT (Federal)
CALCOG	CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS
CALFED	CALIFORNIA FEDERAL PARTNERSHIP PROGRAM
CARB	CALIFORNIA AIR RESOURCES BOARD
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CATIS	CALIFORNIA ADVANCED TRAVELER INFORMATION SYSTEM
CBD	CENTRAL BUSINESS DISTRICT
CCAA	CALIFORNIA CLEAN AIR ACT (SHER BILL) STATS 1988, CH. 1568
CEC	CALIFORNIA ENERGY COMMISSION
CEEP	CENTER FOR ECONOMIC AND ENVIRONMENTAL PARTNERSHIP
CEHD	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (SCAG)
CEQA	CALIFORNIA ENVIRONMENTAL QUALITY ACT
CETAP	COMMUNITY AND ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS (RIVERSIDE COUNTY)
CMAQ	CONGESTION MITIGATION AIR QUALITY FUNDS (ISTEA)
CMP	CONGESTION MANAGEMENT PLAN
CO	CARBON MONOXIDE
COG	COUNCIL OF GOVERNMENTS
CPG	CONSOLIDATE PLANNING GRANT
CR	CONTINUING RESOLUTION
CSAC	CALIFORNIA STATE ASSOCIATION OF COUNTIES
CTA	CALIFORNIA TRUCKERS ASSOCIATION
CTC	CALIFORNIA TRANSPORTATION COMMISSION
CVAG	COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
CVO	CENTRAL VALLEY OPERATIONS
CVP	CENTRAL VALLEY PARTNERSHIP

DBE	DISADVANTAGED BUSINESS ENTERPRISE
DBELO	DISADVANTAGED BUSINESS ENTERPRISE LIAISON OFFICER
DLAE	DISTRICT LOCAL ASSISTANCE ENGINEER
DOE	DEPARTMENT OF ENERGY (Federal)
DOF	DEPARTMENT OF FINANCE (State)
DOT	DEPARTMENT OF TRANSPORTATION
EDD	EMPLOYMENT DEVELOPMENT DEPARTMENT (State)
EEC	ENERGY & ENVIRONMENT COMMITTEE (SCAG)
EIR	ENVIRONMENTAL IMPACT REPORT (State)
EIS	ENVIRONMENTAL IMPACT STATEMENT (Federal)
ELMT	ELECTRO-MECHANICAL TECHNOLOGY
EMFAC	EMISSION FACTOR
EPA	ENVIRONMENTAL PROTECTION AGENCY
FAA	FEDERAL AVIATION ADMINISTRATION
FEMA	FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION
FFGA	FULL FUNDING GRANT AGREEMENT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FIP	FEDERAL IMPLEMENTATION PLAN (Air Quality)
FPPC	FAIR POLITICAL PRACTICES COMMISSION
FRA	FEDERAL RAILROAD ADMINISTRATION
FTA	FEDERAL TRANSIT ADMINISTRATION
FTIP	FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
GA	GENERAL ASSEMBLY
GAP	GROUND ACCESS PLAN
GCCOG	GATEWAY CITIES COUNCIL OF GOVERNMENTS
GIS	GEOGRAPHIC INFORMATION SYSTEMS

GMAC	GOODS MOVEMENT ADVISORY COMMITTEE (SCAG)
GO21	GROWTH OPTIONS FOR THE 21 ST CENTURY
HBRR	HIGHWAY BRIDGE REPLACEMENT REHABILITATION PROGRAM
HCD	DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (State)
HHS	DEPARMENT OF HEALTH AND HUMAN SERVICES (Federal)
HOT	HIGH OCCUPANCY TOLL
HOV	HIGH-OCCUPANCY VEHICLE
HSST	HIGH SPEED SURFACE TRANSPORTATION
HUD	DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (Federal)
IEUA	INLAND EMPIRE UTILITIES AGENCY
IGR	INTERGOVERNMENTAL REVIEW (REPLACED A-95 REVIEW PURSUANT TO EXECUTIVE ORDER #12.372 (1982) (SCAG)
IMPLAN	IMPACT ANALYSIS FOR PLANNING
IOS	INITIAL OPERATING SEGMENT
IPG	INTERMODAL PLANNING GRANT
ISD	INFORMATION SERVICES DEPARTMENT (SCAG)
ISTEA	INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT
ITI	INTELLIGENT TRANSPORTATION INFRASTRUCTURE
ITIP	INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
ITS	INTELLIGENT TRANSPORTATION SYSTEM
IVAG	IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS
JPA	JOINT POWERS AUTHORITY
LAFCO	LOCAL AGENCY FORMATION COMMISSION
LACMTA	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
LADOT	LOS ANGELES DEPARTMENT OF TRANSPORTATION
LAFCO	LOCAL AGENCY FORMATION COMMISSION

LARTS	LOS ANGELES REGIONAL TRANSPORTATION STUDY
LAWA	LOS ANGELES WORLD AIRPORTS
LCC	LEAGUE OF CALIFORNIA CITIES
LCV	LEAGUE OF CONSERVATION VOTERS
LEAGUE	LEAGUE OF CALIFORNIA CITIES
LEED	LEADERSHIP ENERGY AND ENVIRONMENTAL DESIGN
LEWIS-PRESLEY	STATE STATUTE CREATING SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD) AND SCAG AIR QUALITY RESPONSIBILITIES
LOSSAN	LOS ANGELES-SAN DIEGO RAIL CORRIDOR AGENCY
LSTIP	LOCAL SURFACE TRANSPORTATION PROJECT
LTF	LOCAL TRANSPORTATION FUND
LVMCOG	LAS VIRGENES/ MALIBU COUNCIL OF GOVERNMENTS
MAGLEV	MAGNETIC LEVITATED (Train)
MAP	MILLION ANNUAL PASSENGERS
MDAB	METHODS DEVELOPMENT AND APPLICATION BRANCH
MEA	MASTER ENVIRONMENTAL ASSESSMENT
MECS	MANUFACTURING ENERGY CONSUMPTION SURVEY
MOE	MEASURES OF EFFECTIVENESS
MOU	MEMORANDUM OF UNDERSTANDING
MPO	METROPOLITAN PLANNING ORGANIZATION
MTA	METROPOLITAN TRANSPORTATION AUTHORITY (L.A. County)
MTC	METROPOLITAN TRANSPORTATION COMMISSION (Bay Area)
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NAFTA	NORTH AMERICAN FREE TRADE AGREEMENT
NARC	NATIONAL ASSOCIATION OF REGIONAL COUNCILS

NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
NHS	NATIONAL HIGHWAY SYSTEM
NIJC	NATIONAL INDIAN JUSTICE CENTER
NLC	NATIONAL LEAGUE OF CITIES
NOP	NOTICE OF PREPARATION (Of an environmental document)
NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS
NO_x	NITROGEN OXIDES
O_x	OZONE
OCCOG	ORANGE COUNTY COUNCIL OF GOVERNMENTS
OCTA	ORANGE COUNTY TRANSPORTATION AUTHORITY
OMB	OFFICE OF MANAGEMENT AND BUDGET (Federal)
ONT	ONTARIO AIRPORT
ONT GAP	ONTARIO AIRPORT GROUND ACCESS PLAN
OPR	OFFICE OF PLANNING AND RESEARCH (State)
OWP	OVERALL WORK PROGRAM
OWPA	OVERALL WORK PROGRAM AGREEMENT
PM-10	PARTICULATE MATTER 10
PMT	PERSON MATTER TRAVELED
POV	PRIVATELY OWNED VEHICLES
PPM	PARTS PER MILLION
PRC	PEER REVIEW COMMITTEE
PUC	PUBLIC UTILITIES COMMISSION (State)
RABA	REVIEW ALIGNED BUDGET AUTHORITY
RAC	REGIONAL ADVISORY COUNCIL (Inactive)
RC	REGIONAL COUNCIL (SCAG)

RCP&G	REGIONAL COMPREHENSIVE PLAN & GUIDE
RCTC	RIVERSIDE COUNTY TRANSPORTATION COMMISSION
RFP	REQUEST FOR PROPOSAL OR REASONABLE FURTHER PROGRESS (AQ)
RFQ	REQUEST FOR QUALIFICATIONS
RHNA	REGIONAL HOUSING NEEDS ASSESSMENT
RME	REGIONAL MOBILITY ELEMENT (SCAG)
ROG	REACTIVE ORGANIC GASES (Air Pollutants)
ROD	RECORD OF DECISION
ROW	RIGHT OF WAY
RPO	REGIONAL PLANNING ORGANIZATION
RSPA	RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION
RSTP	REGIONAL SURFACE TRANSPORTATION PROGRAM
RTA	RIVERSIDE TRANSIT AGENCY
RTAC	REGIONAL TRANSPORTATION AGENCIES' COALITION
RTIP	REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
RTP	REGIONAL TRANSPORTATION PLAN
RTPA	REGIONAL TRANSPORTATION PLANNING AGENCY
RWQCB	REGIONAL WATER QUALITY CONTROL BOARD
SACOG	SACRAMENTO AREA COUNCIL OF GOVERNMENTS
SAFETEALU	SAFE ACCOUNTABLE FLEXIBLE EFFICIENT TRANSPORTATION EQUITY ACT
SANBAG	SAN BERNARDINO ASSOCIATED GOVERNMENTS
SANDAG	SAN DIEGO ASSOCIATION OF GOVERNMENTS
SBCCOG	SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
SBIA	SAN BERNARDINO INTERNATIONAL AIRPORT
SCAB	SOUTH COAST AIR BASIN

SCAQMD	SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SCAQMP	SOUTH COAST AIR QUALITY MANAGEMENT PLAN
SCAAB	SOUTH CENTRAL COAST AIR BASIN
SCHWMA	SOUTHERN CALIFORNIA HAZARDOUS WASTE MANAGEMENT AUTHORITY
SCIA	SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT
SCRRA	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
SEDAB	SOUTHEAST DESERT AIR BASIN
SEIR	SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
SGVCOG	SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
SHOPP	STATE HIGHWAY OPERATION AND PROTECTION PROGRAM
SIB	STATE INFRASTRUCTURE BANK
SIP	STATE IMPLEMENTATION PLAN
SP&R	STATE PLANNING AND RESEARCH
SPMRP	SERVICE PLANNING MARKET RESEARCH PROGRAM
SRTP	SHORT RANGE TRANSPORTATION PLAN
SSA	SALTON SEA AUTHORITY
SSAB	SALTON SEA AIR BASIN
STP	SURFACE TRANSPORTATION PROGRAM (ISTEA)
STIP	STATE TRANSPORTATION IMPROVEMENT PROGRAM
STP	SURFACE TRANSPORTATION PLAN
SWP	STATE WATER PROJECT
SWRCB	STATE WATER RESOURCES CONTROL BOARD
TAC	TECHNICAL ADVISORY COMMITTEE
TCA	TRANSPORATION CORRIDOR AGENCY
TCC	TRANSPORTATION & COMMUNICATIONS COMMITTEE (SCAG)

TCM	TRANSPORTATION CONTROL MEASURE
TCRP	TRAFFIC CONGESTION RELIEF PROGRAM
TDA	TRANSPORTATION DEVELOPMENT ACT
TDM	TRANSPORTATION DEMAND MANAGEMENT
TE	TRANSPORTATION ENHANCEMENT
TEA-3	TRANSPORTATION EQUITY ACT
TEA-21	TRANSPORTATION EQUITY ACT FOR THE 21 ST CENTURY
TEU	TWENTY-FOOT EQUIVALENT UNIT
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT
TIP	TRANSPORTATION IMPROVEMENT PROGRAM
TMA	TRANSPORTATION MANAGEMENT AREA
TMDL	TOTAL MAXIMUM DAILY LOAD
TOD	TRANSIT ORIENTED DEVELOPMENT
TRIS	TRANSPORTATION RESEARCH INFORMATION SERVICES
TTAP	TRIBAL TECHNICAL ASSISTANCE PROGRAM CENTER
UPRR	UNION PACIFIC RAILROAD
UPSP	UNION PACIFIC/SOUTHERN PACIFIC
UPWP	UNITED PLANNING WORK PROGRAM
US DOT	U.S. DEPARTMENT OF TRANSPORTATION
VAPCD	VENTURA AIR POLLUTION CONTROL DISTRICT
VCTC	VENTURA COUNTY TRANSPORTATION COMMISSION
VCOG	VENTURA COUNCIL OF GOVERNMENTS
VMT	VEHICLE MILES TRAVELED
WRCOG	WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
208	EPA WATER QUALITY MANAGEMENT PROGRAM

REPORT

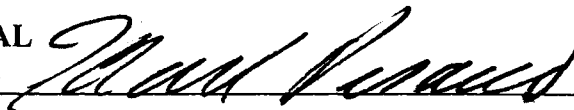
DATE: January 3, 2007

TO: Executive Committee
Transportation and Communications Committee
Regional Council

FROM: Don Rhodes, Manager Legislative Affairs, (213) 236-1840, rhodes@scag.ca.gov

SUBJECT: Letter to Congressman Costa to amend High Speed Rail Legislation

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION:

Authorize transmittal of the letter

BACKGROUND:

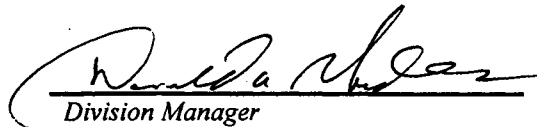
Congressman Jim Costa (D-20) has introduced two bills to raise the national awareness for a system of high speed rail by introducing H.R. 4122, the American Investment in Safe, Reliable High-Speed Rail Act, and H.R. 4123, the High-Speed Rail Authority Development and Formation Act. His staff says that the Congressman hopes that if the bills do not move that the concepts be included in the next transportation reauthorization measure currently scheduled for 2009.

The Maglev Task Force, at its meeting on Thursday December 13, 2007, instructed staff to prepare a letter for the President's signature requesting Congressman Costa to amend his legislation to include a high speed regional transportation system in the SCAG region.

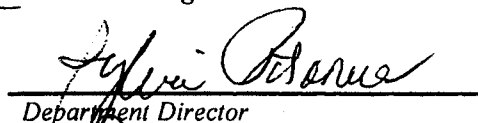
FISCAL IMPACT:

Budgeted resources are available in SCGS 08-810 to process the letter of support.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

January 3, 2007

The Honorable Jim Costa
1313 Longworth HOB
Washington, DC 20515

Dear Mr. Costa:

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization encompassing six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and the cities, subregions and transportation commissions in those counties in Southern California wishes to commend your efforts to raise the national awareness for a system of high speed rail by introducing H.R. 4122, the American Investment in Safe, Reliable High – Speed Rail Act, and H.R. 4123, the High-Speed Rail Authority Development and Formation Act. We are writing to request that you amend your legislation to include a high speed regional transportation system in the SCAG region.

As you may know, the California Corridor referenced in H.R. 4122 includes a 30-mile segment between L.A. Union Station and Anaheim using the Metrolink right of way. This segment currently is contained in SCAG's draft Regional Transportation Plan (RTP). We believe it would be very beneficial to the California system contemplated in your legislation if it is integrated with the high speed regional transport system planned for the SCAG region.

SCAG has advanced a vision of regional transport based on high performance, high-speed, and environmentally sensitive alternative(s). A High-Speed Regional Transport (HSRT) system has the potential for relieving both airport and freeway congestion in urbanized areas by providing an alternative to the automobile as well as making less congested airports more accessible to air travelers, and providing alternative capacity for freight movement in the region.

The HSRT system would provide over 270 miles connecting the region's ports, airports, and urban activity centers. The system can be constructed in multiple stages that can each be financially viable using private sector resources. The financial performance will be enhanced as the system is extended throughout the region and the volume of users increases.

We would be pleased to discuss our proposed HSRT system with you at your earliest convenience. Again, please consider amending your legislation to provide for a high speed regional transportation system in the SCAG region. For purpose of staff contact please call Don Rhodes, Manager of Legislative Affairs, (213) 236-1840.

Sincerely,

Gary Ovitt,
President, Southern California Association of Governments
Supervisor San Bernardino County

MEMO

DATE: January 3, 2008

TO: Regional Council
Community, Economic, and Human Development Committee
Transportation and Communications Committee
Energy and Environment Committee

FROM: Jeffrey S. Dunn, Government Affairs Analyst, (213) 236-1880, dunn@scag.ca.gov

SUBJECT: 2008 State and Federal Legislation Matrix

BACKGROUND:

The attached legislative bill matrix and index provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Aviation, Border, Bond Bills, Energy, Environment, Housing, Housing Bonds, SCAG Position Bills, Solid Waste, Transit, Transportation, Transportation Bonds, Tribes, Water, and Water Bonds.


Bill summaries include known on-record positions for other statewide organizations following these issues such as the California League of Cities, California State Association of Counties, CALCOG, and others. Also included for your information is each bill's position in the legislative process. Any bills included in previous matrices that have failed to move, i.e., 'dead' bills have been purged from the matrix.

Att.

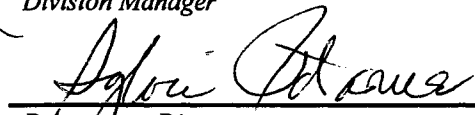
FISCAL IMPACT:

All work related to this information item is contained within the adopted FY 07/08 budget WBS# 08-810.SCGS1.

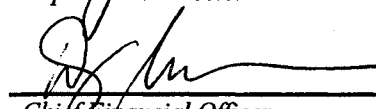
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

AIR QUALITY

CA AB 255	AUTHOR:	De Leon [D]
	TITLE:	Air Pollution: Clean Air and Energy Independence Fund
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/05/2007
	LAST AMEND:	04/11/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Creates the Clean Air and Energy Independence Fund and continuously appropriate moneys in the fund to the State Air Resources Board to be used towards specified purposes, including incentives for purchasers of vehicles powered by clean alternative fuels or other efficient technologies. Increases the smog abatement fee by a specified amount and would allocate the increase to the Clean Air and Energy Independence Fund.
	STATUS:	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
	Position:	MTC-Sup
CA AB 391	AUTHOR:	Lieu [D]
	TITLE:	Air Quality: South Coast Air Quality Management
	INTRODUCED:	02/15/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	Relates to the South Coast Air Quality Management District. Increases the number of members.
	STATUS:	
	04/11/2007	In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.
	Type:	2-Year
CA AB 630	AUTHOR:	Price [D]
	TITLE:	Air Emissions Standards: EPA Waiver
	INTRODUCED:	02/21/2007
	LAST AMEND:	05/01/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.
	STATUS:	
	05/31/2007	In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
	Position:	AQMD-Sponsor, SCAG-Sup

CA SB 857	<p>AUTHOR: Correa [D] TITLE: Taxation: Credits: Air Pollution INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Senate Environmental Quality Committee SUMMARY: Provides that the Personal Income Tax Law and the Corporation Tax Law authorize various credits against the taxes imposed by those laws. Authorizes San Joaquin Unified Air Pollution Control District and the South Coast Air Quality Management District to prepare a study and report to the Legislature, as specified, on the dollar amount that would be appropriate to authorize a tax credit for the purchase or replacement of qualified property, that is placed into service for the purpose of reducing pollution. STATUS: 03/15/2007 To SENATE Committees on ENVIRONMENTAL QUALITY and RULES. Type: 2-Year</p>
US HR 802	<p>SPONSOR: Oberstar [DFL] TITLE: Act to Prevent Pollution from Ships INTRODUCED: 02/05/2007 LAST AMEND: 03/26/2007 DISPOSITION: Pending LOCATION: Senate Commerce, Science & Transportation Committee SUMMARY: To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI. STATUS: 03/28/2007 In SENATE. Read second time. 03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US HR 2548	<p>SPONSOR: Solis [D] TITLE: Reduction of Air Pollution INTRODUCED: 05/24/2007 DISPOSITION: Pending LOCATION: House Energy and Commerce Committee SUMMARY: Amends the Clean Air Act to reduce air pollution from marine vessels. STATUS: 05/24/2007 INTRODUCED. 05/24/2007 To HOUSE Committee on ENERGY AND COMMERCE.</p>
US S 1073	<p>SPONSOR: Feinstein [D] TITLE: Clean Air Act INTRODUCED: 03/29/2007 DISPOSITION: Pending LOCATION: Senate Environment and Public Works Committee SUMMARY: Amends the Clean Air Act to promote the use of fuels with low lifecycle</p>

greenhouse gas emissions; establishes a greenhouse gas performance standard for motor vehicle fuels; requires a significant decrease in greenhouse gas emissions from motor vehicles, and for other purposes.
STATUS:

03/29/2007 INTRODUCED.
03/29/2007 In SENATE. Read second time.
03/29/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 1499 **SPONSOR:** Boxer [D]
TITLE: Clean Air Act
INTRODUCED: 05/24/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Amends the Clean Air Act to reduce air pollution from marine vessels.
STATUS:

05/24/2007 INTRODUCED.
05/24/2007 In SENATE. Read second time.
05/24/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

AVIATION

US HR 1356 **SPONSOR:** Oberstar [DFL]
TITLE: Federal Aviation Administration Appropriations
INTRODUCED: 03/06/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system; relates to other purposes.
STATUS:

03/06/2007 INTRODUCED.
03/06/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/06/2007 Additionally referred to HOUSE Committee on SCIENCE.
03/06/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.

US HR 1708 **SPONSOR:** Harman [D]
TITLE: Noise Compatibility Projects
INTRODUCED: 03/27/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:

Expands passenger facility fee eligibility for noise compatibility projects.
STATUS:

03/27/2007 INTRODUCED.

03/27/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US S 996

SPONSOR: Feinstein [D]
TITLE: Passenger Facility Fee Eligibility
INTRODUCED: 03/27/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee

SUMMARY:
Expands passenger facility fee eligibility for certain noise compatibility projects.

STATUS:
03/27/2007 INTRODUCED.
03/27/2007 In SENATE. Read second time.
03/27/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US S 1076

SPONSOR: Inouye [D]
TITLE: Aviation Safety and Capacity
INTRODUCED: 03/29/2007
DISPOSITION: Pending
LOCATION: Senate Finance Committee

SUMMARY:
Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system, and for other purposes.

STATUS:
03/29/2007 INTRODUCED.
03/29/2007 In SENATE. Read second time.
03/29/2007 To SENATE Committee on FINANCE.

BORDER

US HR 1773

SPONSOR: Boyda [D]
TITLE: Authority of the Secretary of Transportation
INTRODUCED: 03/29/2007
LAST AMEND: 05/15/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee

SUMMARY:
Limits the authority of the Secretary of Transportation to grant authority to motor carriers domiciled in Mexico to operate beyond United States municipalities and commercial zones on the United States-Mexico border.

STATUS:
05/16/2007 In SENATE. Read second time.
05/16/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 3246 **SPONSOR:** Oberstar [DFL]
TITLE: Economic and Infrastructure Development
INTRODUCED: 07/31/2007
LAST AMEND: 09/17/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
Provides a comprehensive regional approach to economic and infrastructure development in the most severely economically distressed regions; provides for a local development district and grants; includes Appalachia, the Mississippi Delta Region, the Northern Great Plains Region, the Southeast Crescent Region, the Southwest Border Region, the Northern Border Region, rural Alaska and Indian tribes; provides for interstate and international cooperation and hearings; encourages private investment.
STATUS:
10/04/2007 In HOUSE. Reconsidered by HOUSE.
10/04/2007 In HOUSE. Passed HOUSE. *****To SENATE.
10/04/2007 In SENATE. Read second time.
10/04/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Bond Bills

CA AB 1252 **AUTHOR:** Caballero [D]
TITLE: Park Development and Community Revitalization Act
FISCAL COMMITTEE: Yes
URGENCY CLAUSE: No
INTRODUCED: 02/23/2007
LAST AMEND: 09/07/2007
DISPOSITION: Pending
LOCATION: Senate Third Reading File
SUMMARY:
Provides for the Statewide Park Development and Community Revitalization Act of 2007. Authorizes specified entities to apply for local assistance program grants. Revises the criteria for awarding grants. Requires the adoption of guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and guidance of applicants.
STATUS:
09/10/2007 Withdrawn from SENATE Committee on APPROPRIATIONS. To third reading.

CA AB 1350 **AUTHOR:** Nunez [D]
TITLE: Transportation Bond Funds
INTRODUCED: 02/23/2007
LAST AMEND: 06/01/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:
Amends the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires specified funds to be allocated to transit operators for eligible projects based on various formulas.

Requires funds to be allocated by the Office of Emergency Services in consultation with the Office of Homeland Security. Requires an eligible applicant to annually advise the Office of Emergency Services of the applicant's need for funding in the following fiscal year.

STATUS:

07/10/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.

CA SB 9

AUTHOR: Lowenthal [D]
TITLE: Trade Corridor Improvement: Transportation Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: No
INTRODUCED: 12/04/2006
LAST AMEND: 08/20/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Relates to Trade Corridor Improvement Transportation Fund projects. Establishes a process to be administered by the State Transportation Commission for allocation of fund moneys. Establishes the corridors eligible for funding. Establishes criteria for project selection based on improvement of mobility of freight and improvement of air quality. Requires projects to be ready for construction by a specified date. Provides for allocations to projects outside of the trade corridors.

STATUS:

08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA SB 19

AUTHOR: Lowenthal [D]
TITLE: Trade Corridor: Projects to Reduce Emissions: Goods
FISCAL COMMITTEE: yes
URGENCY CLAUSE: No
INTRODUCED: 12/04/2006
LAST AMEND: 07/17/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Air Resources Board to implement the Goods Movement Emission Reduction Program and to adopt guidelines and funding criteria for the program. Creates eligibility requirements for funding pursuant to this program. Creates the Goods Movement Emission Reduction Fund to be funded with bond proceeds.

STATUS:

07/17/2007 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.

07/17/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA SB 46

AUTHOR: Perata [D]
TITLE: Housing and Emergency Shelter Trust Fund Act

FISCAL COMMITTEE: yes
URGENCY CLAUSE: No
INTRODUCED: 12/22/2006
LAST AMEND: 07/16/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes a competitive grant program for infill housing development and infrastructure needs. Requires the Pollution Control Financing Authority to allocate funds to infill projects. Requires a report.

STATUS:
07/16/2007 In ASSEMBLY. Read second time and amended.
Re-referred to Committee on APPROPRIATIONS.

CA SB 286

AUTHOR: Lowenthal [D]
TITLE: Transportation Bonds: Implementation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/15/2007
LAST AMEND: 07/16/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires the first payments of Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated by the Controller. Requires the Controller to use certain population figures in making allocations to cities. Requires an applicant for funds to submit a list of projects expected to be funded to the department. Requires the funds to be allocated within 3 fiscal years of the date of allocation. Requires return of unallocated funds.

STATUS:
08/22/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

CA SB 748

AUTHOR: Corbett [D]
TITLE: Transportation: State Local Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 07/12/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

States the purposes of the State-Local Partnership Program. Requires the Transportation Commission to adopt guidelines for the program. Defines eligible local matching funds under the program for purposes of the required dollar-for-dollar match. Establishes an application procedure to nominate projects. Limits the amount of funding for a

single project in a funding cycle. Describes the categories of projects that may be funded through the program. Establishes timelines for expenditure of funds.

STATUS:

08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.
08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not
heard.

ENERGY

US HR 6	<p>SPONSOR: Rahall [D] TITLE: Ending Subsidies for Big Oil Act of 2007 INTRODUCED: 01/04/2007 LAST AMEND: 12/06/2007 DISPOSITION: To Governor LOCATION: SENATE SUMMARY: Relates to denial of deduction for income attributable to domestic production of oil, natural gas, or primary products thereof; relates to amortization of geological and geophysical expenditures for certain major integrated oil companies; relates to incorporating price thresholds applicable to royalty suspension provisions; relates to eligibility for new leases and transfer of leases authorizing the production of natural gas; relates to reserves for investments in renewable energy and energy efficiency. STATUS: 12/13/2007 In SENATE. SENATE concurred in HOUSE additional amendments.</p>
US HR 547	<p>SPONSOR: Gordon [D] TITLE: Alternative Fuel Markets INTRODUCED: 01/18/2007 LAST AMEND: 02/08/2007 DISPOSITION: Pending LOCATION: Senate Environment and Public Works Committee SUMMARY: Facilitates the development of markets for alternative fuels and Ultra Low Sulfur Diesel fuel through research, development, and demonstration and data collection. STATUS: 02/17/2007 In SENATE. Read second time. 02/17/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.</p>
US HR 670	<p>SPONSOR: Engel [D] TITLE: Alternative Fuels INTRODUCED: 01/24/2007 DISPOSITION: Pending LOCATION: Multiple Committees SUMMARY: Promotes the national security and stability of the United States</p>

economy by reducing the dependence of the United States on foreign oil through the use of alternative fuels and new vehicle technologies, and for other purposes.

STATUS:

01/24/2007 INTRODUCED.
01/24/2007 To HOUSE Committee on ENERGY AND COMMERCE.
01/24/2007 Additionally referred to HOUSE Committee on SCIENCE.
01/24/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.
01/24/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
01/24/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.

US HR 1300

SPONSOR: Hoyer [D]
TITLE: Nations Reduced Reliance on Foreign Oil
INTRODUCED: 03/01/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit.

STATUS:

03/01/2007 INTRODUCED.
03/01/2007 To HOUSE Committee on ENERGY AND COMMERCE.
03/01/2007 Additionally referred to HOUSE Committee on ARMED SERVICES.
03/01/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.
03/01/2007 Additionally referred to HOUSE Committee on RULES.
03/01/2007 Additionally referred to HOUSE Committee on SCIENCE.
03/01/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.
03/01/2007 Additionally referred to HOUSE Committee on HOUSE ADMINISTRATION.
03/01/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1506

SPONSOR: Markey [D]
TITLE: Fuel Economy Standards for Automobiles
INTRODUCED: 03/13/2007
DISPOSITION: Pending
LOCATION: House Energy and Commerce Committee
To increase fuel economy standards for automobiles, and for other purposes.

STATUS:

03/13/2007 INTRODUCED.
03/13/2007 To HOUSE Committee on ENERGY AND COMMERCE.

US HR 1596	<p>SPONSOR: Ferguson [R]</p> <p>TITLE: Tax Incentives for Renewable Energy and Conservation</p> <p>INTRODUCED: 03/20/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: House Ways and Means Committee</p> <p>SUMMARY:</p> <p>Creates the Clean and Green Renewable Energy Tax Credit Act; provides for the extension and modification of investment tax credit with respect to solar energy property, qualified fuel cell property, and small wind systems.</p> <p>STATUS:</p> <p>03/20/2007 INTRODUCED.</p> <p>03/20/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US HR 1772	<p>SPONSOR: Blumenauer [D]</p> <p>TITLE: Wind Energy Property Tax Credits</p> <p>INTRODUCED: 03/29/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: House Ways and Means Committee</p> <p>SUMMARY:</p> <p>Amends the Internal Revenue Code to provide credits for the installation of wind energy property, including by rural homeowners, farmers, ranchers, and small businesses; relates to other purposes.</p> <p>STATUS:</p> <p>03/29/2007 INTRODUCED.</p> <p>03/29/2007 To HOUSE Committee on WAYS AND MEANS.</p>
US S 23	<p>SPONSOR: Harkin [D]</p> <p>TITLE: Renewable Fuel and Energy Security</p> <p>INTRODUCED: 01/04/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p> <p>Promotes renewable fuel and energy security of the United States; relates to other purposes.</p> <p>STATUS:</p> <p>01/04/2007 INTRODUCED.</p> <p>01/04/2007 In SENATE. Read second time.</p> <p>01/04/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.</p>
US S 183	<p>SPONSOR: Stevens [R]</p> <p>TITLE: Corporate Average Fuel Economy</p> <p>INTRODUCED: 01/04/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Senate Commerce, Science & Transportation Committee</p> <p>SUMMARY:</p>

Requires the establishment of a corporate average fuel economy standard for passenger automobiles of forty miles per gallon 2017, and for other purposes.

STATUS:

01/04/2007 INTRODUCED.
01/04/2007 In SENATE. Read second time.
01/04/2007 To SENATE Committee on COMMERCE, SCIENCE,
AND TRANSPORTATION.

US S 767

SPONSOR: Obama [D]
TITLE: Fuel Economy Standards for Automobiles
INTRODUCED: 03/06/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation
Committee

SUMMARY:

Increases fuel economy standards for automobiles and for other purposes.

STATUS:

03/06/2007 INTRODUCED.
03/06/2007 In SENATE. Read second time.
03/06/2007 To SENATE Committee on COMMERCE, SCIENCE,
AND TRANSPORTATION.

US S 987

SPONSOR: Bingaman [D]
TITLE: Promoting Biofuels
INTRODUCED: 03/26/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

Enhances the energy security of the United States by promoting biofuels; relates to other purposes.

STATUS:

04/12/2007 In SENATE Committee on ENERGY AND NATURAL
RESOURCES: Hearings held.

ENVIRONMENT

CA AB 109

AUTHOR: Nunez [D]
TITLE: Global Warming Solutions Act of 2006: Annual
Report
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/05/2007
LAST AMEND: 07/18/2007
DISPOSITION: Pending
LOCATION: Senate Inactive File
SUMMARY:

Requires the Governor, Treasurer's office, the Public Employees' Retirement and the State Teachers' Retirement systems to annually report to the Legislature information relating to greenhouse gas emissions and green investments. Requires all land conservancies to

report to the Legislature on past, current, and future activities to sequester greenhouse gas emissions. Requires an annual on the Global Warming Solutions Act. Includes the reduction of such gases in the Environmental Goals and Policy Project.

STATUS:

09/04/2007 In SENATE. From third reading. To Inactive File.

CA AB 493

AUTHOR: Ruskin [D]
TITLE: Motor Vehicle Greenhouse Gas Emissions: Incentives
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2007
LAST AMEND: 06/01/2007
DISPOSITION: Pending
LOCATION: Assembly Inactive File
SUMMARY:

Requires the State Air Resources Board to create and implement a clean vehicle incentive program meeting specified requirements, that would provide rebates to, and require surcharges from, purchasers of new motor vehicles based on the vehicle's greenhouse gas emissions to mitigate against emissions of greenhouse gases from motor vehicles. Creates the Clean Vehicle Incentive Account to be administered by the state board.

STATUS:

06/07/2007 In ASSEMBLY. Reconsideration granted.
06/07/2007 In ASSEMBLY. To Inactive File.

CA AB 505

AUTHOR: Plescia [R]
TITLE: Income and Corporation Taxes: Credits: Hybrid
INTRODUCED: 02/20/2007
LAST AMEND: 04/10/2007
DISPOSITION: Pending
LOCATION: Assembly Revenue and Taxation Committee
SUMMARY:

Authorizes a credit against the Personal Income Tax and the Corporation Tax in an amount equal to the amount paid or incurred by a taxpayer during the taxable year for a qualified hybrid vehicle.

STATUS:

05/21/2007 In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

CA AB 1077

AUTHOR: Lieber [D]
TITLE: Air Resources Board: Plug-in Hybrid Vehicles
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 08/01/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007. Establishes a Plug-in Hybrid Electric Vehicle Coordinating Council to

develop and carry out a strategy of coordination between entities and organizations engaged in activities relating to plug-in hybrid electric vehicles. Requires identification of such vehicles for state use. Requires the Air Resources Board to develop certification testing protocols for emissions for the different types of plug-in vehicles.

STATUS:

08/30/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

CA AB 1209

AUTHOR: Karnette [D]
TITLE: Air Resources Board: Emission Reduction Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 07/18/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a the State Air Resources Board to allocate funds on a competitive basis to projects and measures that are shown to achieve the greatest emission reductions from activities related to freight movement along the state's trade corridors. Requires the projects to result in emission reductions not required by law or regulation in effect as of a specified date and states how the funds must be used.

STATUS:

07/18/2007 From SENATE Committee on APPROPRIATIONS with author's amendments.

07/18/2007 In SENATE. Read second time and amended.
Re-referred to Committee on APPROPRIATIONS.

Position: MTA-Sup

CA SB 71

AUTHOR: Florez [D]
TITLE: Alternative Fuels: Biodiesel
INTRODUCED: 01/17/2007
LAST AMEND: 04/16/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel fuel, if biodiesel blend fuel is cost-effective and readily available. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.

STATUS:

04/16/2007 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

04/16/2007 In SENATE. Read second time and amended.
Re-referred to Committee on TRANSPORTATION AND HOUSING.

CA SB 375

AUTHOR: Steinberg [D]
TITLE: Transportation Planning: Travel Models: Reviews
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2007
LAST AMEND: 09/12/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Relates to guidelines for travel demand guidelines used in regional transportation plans, the requirement a regional transportation plan include a sustainable community strategy designed to achieve goals for the reduction of greenhouse gas emissions, an environmental document under the Environmental Quality Act that examines specific impacts of a transportation project located in a local jurisdiction that has amended its general plan and the legislative body finds the project meets specified criteria.
STATUS:
 09/12/2007 From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.
 09/12/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
Position: MTC-SupInConc

CA SB 947

AUTHOR: Hollingsworth [R]
TITLE: Consultation: Transportation Facilities
INTRODUCED: 02/23/2007
LAST AMEND: 04/30/2007
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Requires notice of at least one scoping meeting to be provided to transportation planning agencies or public agencies required to be consulted concerning a project proposed by a lead agency which requires an environmental impact report under the California Environmental Quality Act. Requires the project's effect on overpasses, on-ramps, and off-ramps to be included in that consultation.
STATUS:
 05/24/2007 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.
Position: SANBAG-Sup

US HR 1756

SPONSOR: Hunter [R]
TITLE: Mexico Domiciled Motor Carriers
INTRODUCED: 03/29/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:
 Prohibits Mexico-domiciled motor carriers from operating beyond United States municipalities and commercial zones on the United States-Mexico border until certain conditions are met to ensure the safety of such operations.

STATUS:

04/10/2007

In HOUSE Committee on HOMELAND SECURITY:
Referred to Sbcmt. on TRANSPORTATION
SECURITY AND INFRASTRUCTURE PROTECTION.

US HR 1773

SPONSOR:

Boyda [D]

TITLE:

Authority of the Secretary of Transportation

INTRODUCED:

03/29/2007

LAST AMEND:

05/15/2007

DISPOSITION:

Pending

LOCATION:

Senate Commerce, Science & Transportation
Committee

SUMMARY:

Limits the authority of the Secretary of Transportation to grant authority to motor carriers domiciled in Mexico to operate beyond United States municipalities and commercial zones on the United States-Mexico border.

STATUS:

05/16/2007

In SENATE. Read second time.

05/16/2007

To SENATE Committee on COMMERCE, SCIENCE,
AND TRANSPORTATION.

US S 280

SPONSOR:

Lieberman [D]

TITLE:

Greenhouse Gas Emissions

INTRODUCED:

01/12/2007

DISPOSITION:

Pending

LOCATION:

Senate Environment and Public Works Committee

SUMMARY:

Provides for a program to accelerate the reduction of greenhouse gas emissions in the United States by establishing a market-driven system of greenhouse gas treatable allowances.

STATUS:

01/12/2007

INTRODUCED.

01/12/2007

In SENATE. Read second time.

01/12/2007

To SENATE Committee on ENVIRONMENT AND
PUBLIC WORKS.

HOUSING

CA AB 842

AUTHOR:

Jones [D]

TITLE:

Regional Plans: Traffic Reduction

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2007

LAST AMEND:

04/23/2007

DISPOSITION:

Pending

COMMITTEE:

Assembly Housing and Community Development
Committee

HEARING:

01/16/2008 9:00 am

SUMMARY:

Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement

that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires an unspecified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.

STATUS:

04/23/2007

In ASSEMBLY. Read second time and amended.
Re-referred to Committee on HOUSING AND
COMMUNITY DEVELOPMENT.

Position:

CALCOG-SupInConc, MTC-OppUnlessAmend

CA AB 997

AUTHOR:

Arambula [D]

TITLE:

Infill Capital Outlay Project and Planning Grants

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

Assembly Housing and Community Development
Committee

SUMMARY:

Requires the Department of Housing and Community Development to administer the Regional Planning, Housing, and Infill Incentive Account. Requires specified amounts from the account to be available to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land the meets the definition.

STATUS:

03/26/2007

To ASSEMBLY Committees on HOUSING AND
COMMUNITY DEVELOPMENT and LOCAL
GOVERNMENT.

Position:

CALCOG-SupInConc

CA AB 1256

AUTHOR:

Caballero [D]

TITLE:

Density Bonus: Exemption: Local Inclusionary
Ordinance

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Assembly Local Government Committee

SUMMARY:

Exempts a city, county, or city and county from complying with the density bonus requirement, and the incentive and concession requirement related to low income housing development under the Planning and Zoning Law if the local government has in effect a local inclusionary ordinance, as specified, that meets certain requirements.

STATUS:

03/15/2007

To ASSEMBLY Committees on LOCAL GOVERNMENT
and HOUSING AND COMMUNITY DEVELOPMENT.

Position:

LEAGUE-Sponsor

CA SB 303

AUTHOR:

Ducheny [D]

TITLE:

Local Government: Land Use Planning

INTRODUCED:

02/16/2007

LAST AMEND: 06/25/2007
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Requires each county or city general plan to encompass a specified planning and projection period, except for the housing element. Requires each element, except for housing, conservation, and open-space elements to be updated at least every 10 years. Provides the required housing element updating requirement. Revises the open-space element. Requires the conservation element and the open-space element to be updated concurrently with the housing element. Relates to housing for all income levels.

STATUS:

07/03/2007 In ASSEMBLY Committee on LOCAL GOVERNMENT:
Heard, remains in Committee.
Position: CALCOG-Opp, League-Opp

CA SB 934

AUTHOR: Lowenthal [D]
TITLE: Housing and Infrastructure Zones
INTRODUCED: 02/23/2007
LAST AMEND: 05/01/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Establishes a pilot project allowing for the formation of 100 housing and infrastructure zones in the state. Authorizes Economic Development and Infrastructure Development Bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible property, including interchanges, ramps and bridges, material streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes.

STATUS:

05/31/2007 In SENATE Committee on APPROPRIATIONS: Not
heard.
Position: CALCOG-Sup, LEAGUE-Sponsor

HOUSING BONDS

CA AB 792

AUTHOR: Garcia [R]
TITLE: Environmentally Sustainable Affordable Housing
Program
INTRODUCED: 02/22/2007
LAST AMEND: 03/29/2007
DISPOSITION: Pending
LOCATION: Assembly Housing and Community Development
Committee
SUMMARY:

Establishes the Environmentally Sustainable Affordable Housing Program consisting of the Construction Liability Insurance Reform Pilot Program, the Green Building, Energy Efficiency and Building Design Program, and the Affordable Housing for Teachers Program. Requires the department to fund these programs.

STATUS:

03/29/2007 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and NATURAL RESOURCES.

03/29/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.

03/29/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

CA AB 1017

AUTHOR: Ma [D]
TITLE: Affordable Housing Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2007
LAST AMEND: 04/09/2007
DISPOSITION: Pending
LOCATION: Assembly Housing and Community Development Committee

SUMMARY:

Establishes the Affordable Housing Revolving Development and Acquisition Program under the administration of the Department of Housing and Community Development for the purpose of funding projects to develop or preserve affordable housing. Requires the department to issue a Notice of Funding Availability to select a private sector entity to manage funding, including reviewing and approving loan applications, originating loans, and servicing loans. Establishes the Affordable Housing Committee.

STATUS:

04/09/2007 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.

04/09/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

Position: CALCOG-SupInConc

CA AB 1252

AUTHOR: Caballero [D]
TITLE: Park Development and Community Revitalization Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 09/07/2007
DISPOSITION: Pending
LOCATION: Senate Third Reading File

SUMMARY:

Provides for the Statewide Park Development and Community Revitalization Act of 2007. Authorizes specified entities to apply for local assistance program grants. Revises the criteria for awarding grants. Requires the adoption of guidelines to amplify or clarify the grant criteria or develop a procedural guide for the administration of the act and guidance of applicants.

STATUS:

09/10/2007

Withdrawn from SENATE Committee on
APPROPRIATIONS. To third reading.

CA SB 46

AUTHOR:

Perata [D]

TITLE:

Housing and Emergency Shelter Trust Fund Act

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

12/22/2006

LAST AMEND:

07/16/2007

DISPOSITION:

Pending

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Establishes a competitive grant program for infill housing development and infrastructure needs. Requires the Pollution Control Financing Authority to allocate funds to infill projects. Requires a report.

STATUS:

07/16/2007

In ASSEMBLY. Read second time and amended.
Re-referred to Committee on APPROPRIATIONS.**Position:**

CALCOG-SupInConc

CA SB 292

AUTHOR:

Wiggins [D]

TITLE:

State Bond Funds: Allocation

INTRODUCED:

02/15/2007

LAST AMEND:

04/30/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Veterans Affairs Committee

HEARING:

01/08/2008 1:30 pm

SUMMARY:

Requires the Secretaries for Environmental Protection and the Resources Agency to develop a planning grant program for local and regional agencies to develop urban greening plans. Requires the program to comply with the requirements of the Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Provides grant priority to local and regional agencies that adopt a plan. Relates to nonprofit organizations applying for grants to help implement an urban greening project.

STATUS:

05/31/2007

In SENATE Committee on APPROPRIATIONS: Not heard.

Position:

CALCOG-SupInConc

SCAG Position Bills

CA AB 169

AUTHOR:

Levine [D]

TITLE:

Joint Powers Authorities: Indian Tribes

FISCAL COMMITTEE:

no

URGENCY CLAUSE: no
INTRODUCED: 01/23/2007
DISPOSITION: Pending
LOCATION: Senate Local Government Committee
SUMMARY:

Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.

STATUS:

05/23/2007 To SENATE Committee on LOCAL GOVERNMENT.
SCAG: Sponsor
Type: 2-Year

CA AB 630

AUTHOR: Price [D]
TITLE: Air Emissions Standards: EPA Waiver
INTRODUCED: 02/21/2007
LAST AMEND: 05/01/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires, if certain requirements are met, the State Air Resources Board to expeditiously adopt a vehicle emissions standard or requirement proposed by the South Coast Air Quality Management District that requires a waiver or authorization under the federal Clean Air Act, and would require the state board, if necessary, to submit the standard or requirement to the United States Environmental Protection Agency for waiver or authorization.

STATUS:

05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS:
Heard, remains in Committee.
Position: SCAG-Sup

CA AB 1240

AUTHOR: Benoit [R]
TITLE: Riverside County Transportation Commission
INTRODUCED: 02/23/2007
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 01/14/2008 1:30 pm
SUMMARY:

Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.

STATUS:

05/07/2007 In ASSEMBLY Committee on TRANSPORTATION:
Heard, remains in Committee.
Position: SCAG-Sup

CA AB 1457 **AUTHOR:** Huffman [D]
TITLE: Parks and Recreation: State Parks: Roads
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Assembly Water, Parks and Wildlife Committee
SUMMARY:
Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.
STATUS:
04/24/2007 In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.
Position: SCAG-Opp

CA SB 61 **AUTHOR:** Runner G [R]
TITLE: High-Occupancy Toll Lanes and Toll Roads
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/16/2007
LAST AMEND: 05/01/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.
STATUS:
06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.
Position: SCAG-Sup

CA SB 445 **AUTHOR:** Torlakson [D]
TITLE: Road User Task Force
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2007
LAST AMEND: 06/04/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.
STATUS:
07/02/2007 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

CA SB 974

AUTHOR: Lowenthal [D]
TITLE: Ports: Congestion Relief: Air Pollution Mitigation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 09/05/2007
DISPOSITION: Pending
LOCATION: Assembly Inactive File
SUMMARY:

Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the San Pedro Bay Ports Congestion Relief Trust Fund and San Pedro Bay Ports Mitigation Relief Trust Funds. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Port of Oakland Congestion Relief Trust Fund and a portion to the Port of Oakland Mitigation Relief Trust Fund. Authorizes related financing agreements.

STATUS:

09/10/2007 In ASSEMBLY. To Inactive File.
Position: SCAG-Sup/WorkWAut

SOLID WASTE

CA AB 722

AUTHOR: Levine [D]
TITLE: Energy: General Service Lamp
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2007
LAST AMEND: 06/04/2007
DISPOSITION: Pending
LOCATION: Assembly Inactive File
SUMMARY:

Amends the Warren-Alquist State Resources Conservation and Development Act which requires the State Energy Resources Conservation and Development Commission to prescribe the minimum level of operating efficiency for lighting devices. Requires general service lamps sold in the state within specified ranges of lumen output to meet a minimum energy efficiency standard of a specified lumens per watt.

STATUS:

06/07/2007 In ASSEMBLY. To Inactive File.

CA AB 1150

AUTHOR: Lieu [D]
TITLE: Solid Waste: Transformation
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Relates to a transformation integrated waste management program. Defines transformation as the incineration of solid waste, or the processing of solid waste through a noncombustion thermal, chemical, or biological process.

STATUS:

03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.

CA AB 1237	<p>AUTHOR: Hancock [D]</p> <p>TITLE: Solid Waste: Solid Waste Facilities</p> <p>INTRODUCED: 02/23/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY:</p> <p>Relates to existing law which requires the Integrated Waste Management Board to either concur or object to the issuance or revision of a solid waste facility permit within 60 days from the board's receipt of a facility permit. Extends the time period in which the board may concur or object to 90 days. Eliminates the need for a public hearing prior to an enforcement action by the board.</p> <p>STATUS:</p> <p>03/15/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>
CA SB 1016	<p>AUTHOR: Wiggins [D]</p> <p>TITLE: Diversion: Annual Reports</p> <p>FISCAL COMMITTEE: yes</p> <p>URGENCY CLAUSE: no</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 04/10/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Natural Resources Committee</p> <p>SUMMARY:</p> <p>Authorizes the Integrated Waste Management Board, if it determines that a city or county has diverted more than 50% of solid waste from landfill disposal through source reduction, recycling, and composting activities, to submit once every 2 years the information required in a specified report. Provides that, for a city or county submitting the report every 2 years, they must return to annual submission if they fail to divert 50% of the solid waste, or if the board rescinds the authorization.</p> <p>STATUS:</p> <p>05/24/2007 To ASSEMBLY Committee on NATURAL RESOURCES.</p>
CA SB 1020	<p>AUTHOR: Padilla [D]</p> <p>TITLE: Solid Waste: Diversion</p> <p>INTRODUCED: 02/23/2007</p> <p>LAST AMEND: 06/26/2007</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Appropriations Committee</p> <p>SUMMARY:</p> <p>Requires the State Integrated Waste Management Board to adopt policies and incentives to ensure that, on or before a specified date, 60% of all solid waste generated in the state is source reduced, recycled, or composted and to ensure that, on or before a specified date, 75% of all solid waste generated is source reduced, recycled, or composted.</p> <p>STATUS:</p> <p>08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.</p>

US HR 70 **SPONSOR:** Davis Jo [R]
TITLE: Out of State Municipal Solid Waste Regulations
INTRODUCED: 01/04/2007
DISPOSITION: Pending
LOCATION: House Energy and Commerce Committee
SUMMARY:
 Authorizes States to regulate the receipt and disposal of out-of-State municipal solid waste.
STATUS:
 01/04/2007 INTRODUCED.
 01/04/2007 To HOUSE Committee on ENERGY AND COMMERCE.

US HR 720 **SPONSOR:** Oberstar [DFL]
TITLE: Water Pollution Control
INTRODUCED: 01/30/2007
LAST AMEND: 03/09/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
 Authorizes appropriations for State water pollution control revolving funds.
STATUS:
 03/12/2007 In SENATE. Read second time.
 03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US S 719 **SPONSOR:** Lautenberg [D]
TITLE: Surface Transportation Board
INTRODUCED: 02/28/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
SUMMARY:
 Amends section 10501 of title 49, United States Code, to exclude solid waste disposal from the jurisdiction of the Surface Transportation Board.
STATUS:
 02/28/2007 INTRODUCED.
 02/28/2007 In SENATE. Read second time.
 02/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

TRANSIT

CA AB 889 **AUTHOR:** Lieu [D]
TITLE: Metro Green Line Construction Authority
INTRODUCED: 02/22/2007
LAST AMEND: 04/30/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Establishes the Metro Green Line Construction Authority for the purpose

of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Metro Green Line light rail project that would establish a coastal extension of the Green Line to the north and south, including an initial segment to the Los Angeles International Airport. Provides for specified related duties for the authority. Provides for the governing board of the authority.

STATUS:

05/31/2007

In ASSEMBLY Committee on APPROPRIATIONS:
Heard, remains in Committee.

Position:

MTA-Opp

CA AB 901

AUTHOR:

Nunez [D]

TITLE:

Transportation: Highway Safety Traffic Reduction

INTRODUCED:

02/22/2007

LAST AMEND:

07/05/2007

DISPOSITION:

Pending

LOCATION:

Senate Appropriations Committee

SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements.

STATUS:

07/10/2007

From SENATE Committee on TRANSPORTATION AND
HOUSING: Do pass to Committee on
APPROPRIATIONS.

Position:

MTA-SuppIfAmend

CA AB 1228

AUTHOR:

Solorio [D]

TITLE:

High-Speed Passenger Train Bond Act

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. provides for the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.

STATUS:

05/31/2007

In ASSEMBLY Committee on APPROPRIATIONS:
Heard, remains in Committee.

Position:

OCTA-Sponsor

CA AB 1240

AUTHOR:

Benoit [R]

TITLE:

Riverside County Transportation Commission

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

COMMITTEE: Assembly Transportation Committee
HEARING: 01/14/2008 1:30 pm
SUMMARY:

Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.

STATUS:
05/07/2007 In ASSEMBLY Committee on TRANSPORTATION:
Heard, remains in Committee.
Position: CSAC-Sup, RCTC-Sponsor, SCAG-Sup

CA SB 442

AUTHOR: Ackerman [R]
TITLE: Public Contracts: Transit Projects: Design-Build
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2007
LAST AMEND: 04/09/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Relates to transit projects and design-build contracting. Authorizes the Orange County Transit District to enter into design-build contracts for transit projects in accordance with specified provisions.

STATUS:
04/24/2007 In SENATE Committee on TRANSPORTATION AND
HOUSING: Failed passage.
04/24/2007 In SENATE Committee on TRANSPORTATION AND
HOUSING: Reconsideration granted.
Position: OCTA-Sponsor, SCAG-Sup

US HR 238

SPONSOR: Waxman [D]
TITLE: Funding for San Fernando Valley Metro Rail Project
INTRODUCED: 01/04/2007
LAST AMEND: 12/03/2007
DISPOSITION: Pending
LOCATION: HOUSE
SUMMARY:

Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.

STATUS:
12/03/2007 In SENATE. Discharged from SENATE Committee on
BANKING, HOUSING AND URBAN AFFAIRS.
12/03/2007 In SENATE. Amended on SENATE floor.
12/03/2007 In SENATE. Passed SENATE. *****To HOUSE for
concurrence.

US S 497

SPONSOR: Boxer [D]
TITLE: Los Angeles to San Fernando Valley Metro Rail
Project
INTRODUCED: 02/06/2007

DISPOSITION: Pending
LOCATION: Senate Banking, Housing and Urban Affairs Committee
SUMMARY:
 Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.
STATUS:
 02/06/2007 INTRODUCED.
 02/06/2007 In SENATE. Read second time.
 02/06/2007 To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.

TRANSPORTATION

CA AB 256	<p>AUTHOR: Huff [R] TITLE: Highway Users Tax Account: Appropriation of Funds FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/05/2007 LAST AMEND: 04/25/2007 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Provides, that in any year in which the Budget Act has not been enacted by a specified date, that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are continuously appropriated and may be encumbered from certain purposes until the Budget Act is enacted. Authorizes the Controller to make estimates in order to implement these provisions. STATUS: 05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. Position: CSAC-Sup, OCTA-Sponsor</p>
CA AB 867	<p>AUTHOR: Davis [D] TITLE: Transportation Analysis Zones INTRODUCED: 02/22/2007 LAST AMEND: 07/10/2007 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires each metropolitan planning organization and each regional transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional traffic analysis zones used to estimate travel behavior and traffic generation as part of the transportation demand model. Requires results of such analysis to be availed to the public and to be added as an addendum to the regional transportation plan. STATUS: 08/30/2007 In SENATE Committee on APPROPRIATIONS: Not heard.</p>

CA AB 899 **AUTHOR:** Parra [D]
TITLE: Transportation Facilities: Public-Private Partnerships
INTRODUCED: 02/22/2007
LAST AMEND: 04/10/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
 Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, through a specified date.
STATUS:
 04/10/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
 04/10/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CA AB 1295 **AUTHOR:** Spitzer [R]
TITLE: Tolls: Orange and Riverside Counties
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 05/01/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Authorizes the Orange County Transportation Authority to eliminate its right, interests and obligations in the Riverside County portion of State Highway Route 90 toll land. Authorizes the Riverside County Transportation Commission to impose tolls for 50 years on its portion of State Highway Route 91 for operating expenses of the toll lane. Authorizes the issuance of bonds for transportation facilities within a specified corridor. Relates to the construction of a toll lane on State Highway Route 15.
STATUS:
 05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA AB 1306 **AUTHOR:** Huff [R]
TITLE: Sales Taxes on Gasoline
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
 Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund.
STATUS:

	04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Failed passage.
	04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Reconsideration granted.
	Position:	MTA-Opp, OCTA-Sponsor
CA AB 1373	AUTHOR:	Emmerson [R]
	TITLE:	Highway Construction Contract: Design-Build Method
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Authorizes the San Bernardino Associated Governments to use a design-build procurement method for the construction of improvements to the highways that provide access to health facilities offering emergency services in San Bernardino County.
	STATUS:	
	04/23/2007	In ASSEMBLY Committee on TRANSPORTATION: Not heard.
	Position:	SANBAG-Sup
CA AB 1457	AUTHOR:	Huffman [D]
	TITLE:	Parks and Recreation: State Parks: Roads
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Water, Parks and Wildlife Committee
	SUMMARY:	Prohibits a state or local agency from making an improvement or extension to an existing road, that will physically encroach upon, traverse, bisect or impair the recreational value of a state park property.
	STATUS:	
	04/24/2007	In ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Heard, remains in Committee.
	Position:	OCTA-Opp, SCAG-Opp
CA AB 1499	AUTHOR:	Garrick [R]
	TITLE:	Department of Transportation: Design-Build
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Authorizes the Department of Transportation to use the design-build procurement process for its state highway construction contracts.
	STATUS:	
	03/22/2007	To ASSEMBLY Committee on TRANSPORTATION.
	Position:	SANBAG-Sup
CA SB 61	AUTHOR:	Runner G [R]
	TITLE:	High-Occupancy Toll Lanes and Toll Roads
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no

INTRODUCED: 01/16/2007
LAST AMEND: 05/01/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Authorizes the Department of Transportation to apply to the State Transportation Commission for the development and operation of a high-occupancy toll land or toll road project sponsored by the department. Deletes the 4-project limitation and the requirement for the Legislature to approve each project by statute.

STATUS:

06/07/2007 To ASSEMBLY Committee on TRANSPORTATION.
Position: SANBAG-Sup, SCAG-Sup

CA SB 427

AUTHOR: Harman [R]
TITLE: Environmental Quality Act: Impact Reports
INTRODUCED: 02/21/2007
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Authorizes a lead agency to prepare a short form environmental impact report for a project subject to the Cal. Environmental Quality Act (CEQA) if the project meets specified criteria, including that the project is a qualified urban use, provides housing or employment near specified areas, and incorporates specified mitigation measures.

STATUS:

02/28/2007 To SENATE Committee on ENVIRONMENTAL
QUALITY.
Position: CALCOG-Sup

CA SB 445

AUTHOR: Torlakson [D]
TITLE: Road User Task Force
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2007
LAST AMEND: 06/04/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Creates the Road User Task Force to hold public hearings around the state and to report on alternatives to the current system of taxing road users through per-gallon fuel taxes.

STATUS:

07/02/2007 In ASSEMBLY Committee on TRANSPORTATION: Not
heard.
Position: CALCOG-Sup, CSAC-Sup, MTA-SupIfAmend,
MTC-Sup, SANBAG-Sup

CA SB 872

AUTHOR: Ackerman [R]
TITLE: State-Local Partnership Program
INTRODUCED: 02/23/2007
LAST AMEND: 05/08/2007

DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
 Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds derived from a locally imposed transportation sales tax. Specifies the process for applying for, receiving, and expending these funds.
STATUS:
 05/31/2007 In SENATE Committee on APPROPRIATIONS: Not heard.
Position: OCTA-Sup

CA SB 974 **AUTHOR:** Lowenthal [D]
TITLE: Ports: Congestion Relief: Air Pollution Mitigation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
LAST AMEND: 09/05/2007
DISPOSITION: Pending
LOCATION: Assembly Inactive File
SUMMARY:
 Requires the Ports of Los Angeles and Long Beach to transmit a portion of the funds derived from imposition of a container cargo user fee to the San Pedro Bay Ports Congestion Relief Trust Fund and San Pedro Bay Ports Mitigation Relief Trust Funds. Requires the Port of Oakland to transmit a portion of the funds derived from imposition of the fee to the Port of Oakland Congestion Relief Trust Fund and a portion to the Port of Oakland Mitigation Relief Trust Fund. Authorizes related financing agreements.
STATUS:
 09/10/2007 In ASSEMBLY. To Inactive File.
Position: CALCOG-Sup, MTA-SuppIfAmend, SCAG-Sup/WorkWAut

US HR 238 **SPONSOR:** Waxman [D]
TITLE: Funding for San Fernando Valley Metro Rail Project
INTRODUCED: 01/04/2007
LAST AMEND: 12/03/2007
DISPOSITION: Pending
LOCATION: HOUSE
 Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.
STATUS:
 12/03/2007 In SENATE. Discharged from SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.
 12/03/2007 In SENATE. Amended on SENATE floor.
 12/03/2007 In SENATE. Passed SENATE. *****To HOUSE for concurrence.

US HR 802 **SPONSOR:** Oberstar [DFL]
TITLE: Act to Prevent Pollution from Ships
INTRODUCED: 02/05/2007
LAST AMEND: 03/26/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
To amend the Act to Prevent Pollution from ships to implement MARPOL Annex VI.
STATUS:
03/28/2007 In SENATE. Read second time.
03/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US HR 1053 **SPONSOR:** Miller Ga [R]
TITLE: California Transportation Projects
INTRODUCED: 02/14/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Authorizes the Secretary of Transportation to carry out certain transportation projects in the State of California to relieve congestion on State Route 91.
STATUS:
02/14/2007 INTRODUCED.
02/14/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1195 **SPONSOR:** Oberstar [DFL]
TITLE: Safe Accountable Flexible Efficient Transportation Act
INTRODUCED: 02/27/2007
LAST AMEND: 03/26/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:
Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections; relates to other purposes.
STATUS:
06/06/2007 In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS: Ordered to be reported with an amendment in the nature of a substitute.

US HR 1606 **SPONSOR:** Matsui D [D]
TITLE: Flexibility Incentive Grant Program
INTRODUCED: 03/20/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Provides for the establishment of a flexibility incentive grant program.
STATUS:
03/20/2007 INTRODUCED.

03/20/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 4123 **SPONSOR:** Costa [D]
TITLE: National High Speed Rail Authority
INTRODUCED: 11/08/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Provides for the creation of a National High-Speed Rail Authority.
STATUS:
11/08/2007 INTRODUCED.
11/08/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US S 294 **SPONSOR:** Lautenberg [D]
TITLE: Reauthorizing Amtrak
INTRODUCED: 01/16/2007
LAST AMEND: 10/29/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
A bill to reauthorize Amtrak, and for other purposes.
STATUS:
10/31/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US S 775 **SPONSOR:** Carper [D]
TITLE: National Commission on Infrastructure
INTRODUCED: 03/06/2007
LAST AMEND: 08/02/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Establishes a National Commission on the Infrastructure of the United States.
STATUS:
08/03/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

TRANSPORTATION BONDS

CA AB 412 **AUTHOR:** Smyth [R]
TITLE: Transportation: Project Deadlines
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2007
LAST AMEND: 03/26/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires each agency designated by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to allocate bond funds to establish guidelines that specify deadlines for commencing construction or implementation for each program it administers under the bond act.

STATUS:

03/26/2007 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

03/26/2007 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CA AB 784

AUTHOR: Karnette [D]

TITLE: Transportation Bonds

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/22/2007

LAST AMEND: 04/24/2007

DISPOSITION: Pending

LOCATION: Assembly Appropriations Committee

SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which authorizes the issuance of general obligations bonds for various transportation purposes and provides that a portion of the bond funds shall be available to the Office of Emergency Services to be allocated as grants, for port, harbor, and ferry terminal security improvements. Provides that, with respect to funds allocated by the Office, applicants not comply with competitive bidding requirements.

STATUS:

05/31/2007 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA AB 901

AUTHOR: Nunez [D]

TITLE: Transportation: Highway Safety Traffic Reduction

INTRODUCED: 02/22/2007

LAST AMEND: 07/05/2007

DISPOSITION: Pending

LOCATION: Senate Appropriations Committee

SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 that requires funds from the proceeds of bonds under the act for allocation to public transit operators and transportation planning agencies. Requires the Department of Transportation and Transportation Commission to provide information regarding their needs. Imposes specified auditing requirements.

STATUS:

07/10/2007 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.

CA AB 995 **AUTHOR:** Nava [D]
 TITLE: Trade Corridors
 FISCAL COMMITTEE: yes
 URGENCY CLAUSE: no
 INTRODUCED: 02/22/2007
 LAST AMEND: 08/20/2007
 DISPOSITION: Pending
 LOCATION: Senate Third Reading File
 SUMMARY:
 Relates to the Highway Safety, Traffic Reduction, Air Quality and Port
 Security Bond Act. Provides that projects eligible for funding from the
 Trade Corridors Improvement Fund receive priority if they meet
 specified requirements. Requires the state Transportation Commission to
 coordinate with the state Air Resources Board for technical assistance in
 evaluating project applications.
 STATUS:
 09/06/2007 Withdrawn from SENATE Committee on RULES. To
 third reading.

CA AB 1350 **AUTHOR:** Nunez [D]
 TITLE: Transportation Bond Funds
 INTRODUCED: 02/23/2007
 LAST AMEND: 06/01/2007
 DISPOSITION: Pending
 LOCATION: Senate Appropriations Committee
 SUMMARY:
 Amends the Highway Safety, Traffic Reduction, Air Quality, and Port
 Security Bond Act of 2006. Requires specified funds to be allocated to
 transit operators for eligible projects based on various formulas.
 Requires funds to be allocated by the Office of Emergency Services in
 consultation with the Office of Homeland Security. Requires an eligible
 applicant to annually advise the Office of Emergency Services of the
 applicant's need for funding in the following fiscal year.
 STATUS:
 07/10/2007 From SENATE Committee on TRANSPORTATION AND
 HOUSING: Do pass to Committee on
 APPROPRIATIONS.
 Position: MTA-SuppIfAmend

CA AB 1351 **AUTHOR:** Levine [D]
 TITLE: Transportation: State-Local Partnerships
 INTRODUCED: 02/23/2007
 LAST AMEND: 07/12/2007
 DISPOSITION: Pending
 LOCATION: Senate Appropriations Committee
 SUMMARY:
 Amends the Highway Safety, Traffic Reduction, Air Quality and Port
 Security Bond Act of 2006. States the intent of the Legislature to
 appropriate a specified amount of funds for the State-Local Partnership
 Program for funding transportation projects for a specified period.
 Defines local funds under the program relating to a local match as
 revenues from any locally imposed transportation related sales tax.
 Requires certain related reports.

STATUS:

08/30/2007

In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 9

AUTHOR: Lowenthal [D]
TITLE: Trade Corridor Improvement: Transportation Project
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/04/2006
LAST AMEND: 08/20/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Relates to Trade Corridor Improvement Transportation Fund projects. Establishes a process to be administered by the State Transportation Commission for allocation of fund moneys. Establishes the corridors eligible for funding. Establishes criteria for project selection based on improvement of mobility of freight and improvement of air quality. Requires projects to be ready for construction by a specified date. Provides for allocations to projects outside of the trade corridors.

STATUS:

08/30/2007

In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

CA SB 19

AUTHOR: Lowenthal [D]
TITLE: Trade Corridor: Projects to Reduce Emissions: Goods
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/04/2006
LAST AMEND: 07/17/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Requires the Air Resources Board to implement the Goods Movement Emission Reduction Program and to adopt guidelines and funding criteria for the program. Creates eligibility requirements for funding pursuant to this program. Creates the Goods Movement Emission Reduction Fund to be funded with bond proceeds.

STATUS:

07/17/2007

From ASSEMBLY Committee on APPROPRIATIONS with author's amendments.

07/17/2007

In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA SB 47

AUTHOR: Perata [D]
TITLE: Transportation Bonds
INTRODUCED: 12/22/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

States the intent of the Legislature to enact provisions governing project

eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.

STATUS:

01/18/2007 To SENATE Committee on RULES.
Type: 2-Year

CA SB 262

AUTHOR: Runner G [R]
TITLE: Transportation: Trade Corridors Improvement
INTRODUCED: 02/14/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach.

STATUS:

04/24/2007 In SENATE Committee on TRANSPORTATION AND HOUSING: Heard, remains in Committee.
Position: SANBAG-Sup
Type: 2-Year

CA SB 286

AUTHOR: Lowenthal [D]
TITLE: Transportation Bonds: Implementation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/15/2007
LAST AMEND: 07/16/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires the first payments of Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act funds for local street and road purposes to be allocated by the Controller. Requires the Controller to use certain population figures in making allocations to cities. Requires an applicant for funds to submit a list of projects expected to be funded to the department. Requires the funds to be allocated within 3 fiscal years of the date of allocation. Requires return of unallocated funds.

STATUS:

08/22/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.
Position: CSAC-Sponsor, LEAGUE-Sponsor

CA SB 748

AUTHOR: Corbett [D]
TITLE: Transportation: State Local Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007

LAST AMEND: 07/12/2007
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

States the purposes of the State-Local Partnership Program. Requires the Transportation Commission to adopt guidelines for the program. Defines eligible local matching funds under the program for purposes of the required dollar-for-dollar match. Establishes an application procedure to nominate projects. Limits the amount of funding for a single project in a funding cycle. Describes the categories of projects that may be funded through the program. Establishes timelines for expenditure of funds.

STATUS:

08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: To
Suspense File.
08/30/2007 In ASSEMBLY Committee on APPROPRIATIONS: Not
heard.
Position: MTA-Opp, MTC-Sup

TRIBES

CA AB 169 **AUTHOR:** Levine [D]
TITLE: Joint Powers Authorities: Indian Tribes
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/23/2007
DISPOSITION: Pending
LOCATION: Senate Local Government Committee
SUMMARY:
Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.
STATUS:
05/23/2007 To SENATE Committee on LOCAL GOVERNMENT.
Position: CALCOG-Sup
SCAG: Sponsor

WATER

CA AB 224 **AUTHOR:** Wolk [D]
TITLE: Water Supply Planning
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/29/2007
LAST AMEND: 08/01/2007
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:
Enacts the Climate Change and Water Resource Protection Act of 2007. Requires the Department of Water Resources to include an analysis of the potential effects of climate change, in reports or plans that the

department is required to prepare. Requires an urban water supplier and an agricultural water supplier to take certain action relating to climate change information. Requires a report that quantifies the energy savings and greenhouse emission reduction associated with water supply development.

STATUS:

08/30/2007 In SENATE Committee on APPROPRIATIONS: Not heard.

CA SB 27

AUTHOR: Simitian [D]
TITLE: Sacramento-San Joaquin River Delta Drinking Water
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/04/2006
LAST AMEND: 04/24/2007
DISPOSITION: Pending
LOCATION: Assembly Water, Parks and Wildlife Committee
SUMMARY:

Requires the Secretary of the Resources Agency to begin implementing certain actions on behalf of the Sacramento-San Joaquin River Delta, including investing in emergency preparedness, funding projects to aid sustainability in the Delta, identifying critical levees to be strengthened, and commencing Delta restoration projects. Declares legislative intent to enact legislation to begin implementing a program for sustainable management of the Delta in 2008.

STATUS:

06/21/2007 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.

US HR 122

SPONSOR: Dreier [R]
TITLE: Reclamation Wastewater and Groundwater Study
INTRODUCED: 01/04/2007
LAST AMEND: 03/05/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Inland Empire regional recycling project and in the Cucamonga Valley Water District recycling project.

STATUS:

03/06/2007 In SENATE. Read second time.
03/06/2007 To SENATE Committee on ENERGY AND NATURAL RESOURCES.

US HR 700

SPONSOR: McNerney [D]
TITLE: Healthy Communities Water Supply Act of 2007
INTRODUCED: 01/29/2007
LAST AMEND: 03/08/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Amends the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.

STATUS:

03/09/2007

In SENATE. Read second time.

03/09/2007

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 720

SPONSOR:

Oberstar [DFL]

TITLE:

Water Pollution Control

INTRODUCED:

01/30/2007

LAST AMEND:

03/09/2007

DISPOSITION:

Pending

LOCATION:

Senate Environment and Public Works Committee

SUMMARY:

Authorizes appropriations for State water pollution control revolving funds.

STATUS:

03/12/2007

In SENATE. Read second time.

03/12/2007

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

US HR 1140

SPONSOR:

Calvert [R]

TITLE:

Advanced Water Treatment Plant Facility

INTRODUCED:

02/16/2007

DISPOSITION:

Pending

LOCATION:

Senate Energy and Natural Resources Committee

SUMMARY:

To authorize the Secretary, in cooperation with the City of San Juan Capistrano, California, to participate in the design, planning, and construction of an advanced water treatment plant facility and recycled water system, and for other purposes.

STATUS:

05/08/2007

In SENATE. Read second time.

05/08/2007

To SENATE Committee on ENERGY AND NATURAL RESOURCES.

US HR 1495

SPONSOR:

Oberstar [DFL]

TITLE:

Conservation and Development of Water

INTRODUCED:

03/13/2007

ENACTED:

11/08/2007

DISPOSITION:

Enacted

LOCATION:

Chaptered

CHAPTER #:

110-114

SUMMARY:

Enacts the Water Resources Development Act of 2007; provides for water resources projects, flood damage reduction, aquatic ecosystem and estuary restoration, shoreline protection, river and harbor improvements, watershed and river basin assessments, dredged material disposal, aquatic plant control, remediation of abandoned mine sites, Army civil works projects, the national levee safety program, navigation improvements and other water related public works.

STATUS:

11/08/2007 In SENATE. PRESIDENT'S veto overridden by
SENATE.
11/08/2007 Public Law No. 110-114

US HR 1725 **SPONSOR:** Bono [R]
TITLE: Reclamation Wastewater and Groundwater Study
INTRODUCED: 03/28/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:
Amends the Reclamation Wastewater and Groundwater Study and
Facilities Act to authorize the Secretary of the Interior to participate in
the Rancho California Water District Southern Riverside County
Recycled/Non-Potable Distribution Facilities and
Demineralization/Desalination Recycled Water Treatment and
Reclamation Facility Project.
STATUS:
07/11/2007 In SENATE. Read second time.
07/11/2007 To SENATE Committee on ENERGY AND NATURAL
RESOURCES.

US HR 1737 **SPONSOR:** Capps [D]
TITLE: Reclamation Wastewater and Groundwater Study
INTRODUCED: 03/28/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:
To amend the Reclamation Wastewater and Groundwater Study and
Facilities Act to authorize the Secretary of the Interior to participate in
the design, planning, and construction of permanent facilities for the
GREAT project to reclaim, reuse, and treat impaired waters in the area
of Oxnard, California.
STATUS:
05/08/2007 In SENATE. Read second time.
05/08/2007 To SENATE Committee on ENERGY AND NATURAL
RESOURCES.

US S 1474 **SPONSOR:** Feinstein [D]
TITLE: Construction of Water Facilities
INTRODUCED: 05/24/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
Authorizes the Secretary of the Interior to plan, design and construct
facilities to provide water for irrigation, municipal, domestic, and other
uses from the Bunker Hill Groundwater Basin, Santa Ana River,
California, and for other purposes.
STATUS:
05/24/2007 INTRODUCED.
05/24/2007 In SENATE. Read second time.
05/24/2007 To SENATE Committee on ENERGY AND NATURAL
RESOURCES.

WATER BONDS

CA AB 1602	AUTHOR:	Nunez [D]
	TITLE:	Environment: Sustainable Communities
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Environmental Quality Committee
	Establishes the sustainable communities and urban greening grant program. Grants to local public agencies and nonprofit organizations for the purpose of improving the sustainability and liability of communities through the development of green infrastructure that provides multiple benefits, including improved air and water quality, energy and water conservation, climate change mitigation and recreational and other community benefits.	
	STATUS:	
	06/14/2007	To SENATE Committee on ENVIRONMENTAL QUALITY.
	Position:	CALCOG-SupInConc
CA SB 732	AUTHOR:	Steinberg [D]
	TITLE:	Coastal Protection Bond Act of 2006
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/23/2007
	LAST AMEND:	09/07/2007
	DISPOSITION:	Pending
	LOCATION:	Assembly Inactive File
	SUMMARY:	
	Implements the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act. Requires departments that are to implement the initiative to develop and adopt guidelines and regulations. Provides for funds for nature education and research facilities and for parks, reports regarding grant recipients, investor-owned utilities, and the funding of integrated regional water management plan projects or programs. Creates the Sustainable Communities Council and Fund.	
STATUS:		
09/10/2007	In ASSEMBLY. To Inactive File.	
Position:	CALCOG-SupInConc	
CA SB 763	AUTHOR:	Ridley-Thomas [D]
	TITLE:	Economic Development Programs
	INTRODUCED:	02/23/2007
	LAST AMEND:	04/30/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Business, Professions & Economic Development Committee
	SUMMARY:	
Declares the intent of the Legislature to enact legislation providing that all economic development programs implemented by the Business, Transportation and Housing Agency should, at the discretion of the Secretary of Business, Transportation and Housing, adopt specified objectives.		

STATUS:

05/03/2007

05/03/2007

Position:

Withdrawn from SENATE Committee on RULES.
Re-referred to SENATE Committee on BUSINESS,
PROFESSIONS AND ECONOMIC DEVELOPMENT.
CALCOG-SupInConc

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CA SB 375	Steinberg [D] PRIVATE FILE: Position:	Transportation Planning: Travel Models: Reviews ENVIRONMENT MTC-SupInConc	09/12/2007
CA SB 427	Harman [R] PRIVATE FILE: Position:	Environmental Quality Act: Impact Reports TRANSPORTATION CALCOG-Sup	
CA SB 442	Ackerman [R] PRIVATE FILE: Position:	Public Contracts: Transit Projects: Design-Build TRANSIT OCTA-Sponsor, SCAG-Sup	04/09/2007
CA SB 445	Torlakson [D] PRIVATE FILE: PRIVATE FILE: Position:	Road User Task Force SCAGPositionBills TRANSPORTATION CALCOG-Sup, CSAC-Sup, MTA-SuppIfAmend, MTC-Sup, SANBAG-Sup	06/04/2007
CA SB 732	Steinberg [D] PRIVATE FILE: Position:	Coastal Protection Bond Act of 2006 WATER BONDS CALCOG-SupInConc	09/07/2007
CA SB 748	Corbett [D] PRIVATE FILE: PRIVATE FILE: Position:	Transportation: State Local Partnerships BondBills TRANSPORTATION BONDS MTA-Opp, MTC-Sup	07/12/2007

CA SB 763	Ridley-Thomas [D] PRIVATE FILE: Position:	Economic Development Programs WATER BONDS CALCOG-SupInCnc	04/30/2007
CA SB 857	Correa [D] PRIVATE FILE: Type:	Taxation: Credits: Air Pollution AIRQUALITY 2-Year	
CA SB 872	Ackerman [R] PRIVATE FILE: Position:	State-Local Partnership Program TRANSPORTATION OCTA-Sup	05/08/2007
CA SB 934	Lowenthal [D] PRIVATE FILE: Position:	Housing and Infrastructure Zones HOUSING CALCOG-Sup, LEAGUE-Sponsor	05/01/2007
CA SB 947	Hollingsworth [R] PRIVATE FILE: Position:	Consultation: Transportation Facilities ENVIRONMENT SANBAG-Sup	04/30/2007
CA SB 974	Lowenthal [D] PRIVATE FILE: Position: PRIVATE FILE: Position:	Ports: Congestion Relief: Air Pollution Mitigation SCAGPositionBills SCAG-Sup/WorkWAut TRANSPORTATION CALCOG-Sup, MTA-SuppIfAmend, SCAG-Sup/WorkWAut	09/05/2007
CA SB 1016	Wiggins [D] PRIVATE FILE:	Diversion: Annual Reports SOLID WASTE	04/10/2007
CA SB 1020	Padilla [D] PRIVATE FILE:	Solid Waste: Diversion SOLID WASTE	06/26/2007
US HR 6	Rahall [D] PRIVATE FILE:	Ending Subsidies for Big Oil Act of 2007 ENERGY	12/06/2007
US HR 70	Davis Jo [R] PRIVATE FILE:	Out of State Municipal Solid Waste Regulations SOLID WASTE	
US HR 122	Dreier [R] PRIVATE FILE:	Reclamation Wastewater and Groundwater Study WATER	03/05/2007
US HR 238	Waxman [D] PRIVATE FILE: PRIVATE FILE:	Funding for San Fernando Valley Metro Rail Project TRANSIT TRANSPORTATION	12/03/2007

US HR 547	Gordon [D] PRIVATE FILE:	Alternative Fuel Markets ENERGY	02/08/2007
US HR 670	Engel [D] PRIVATE FILE:	Alternative Fuels ENERGY	
US HR 700	McNerney [D] PRIVATE FILE:	Healthy Communities Water Supply Act of 2007 WATER	03/08/2007
US HR 720	Oberstar [DFL] PRIVATE FILE: PRIVATE FILE:	Water Pollution Control SOLID WASTE WATER	03/09/2007
US HR 802	Oberstar [DFL] PRIVATE FILE: PRIVATE FILE:	Act to Prevent Pollution from Ships AIRQUALITY TRANSPORTATION	03/26/2007
US HR 1053	Miller Ga [R] PRIVATE FILE:	California Transportation Projects TRANSPORTATION	
US HR 1140	Calvert [R] PRIVATE FILE:	Advanced Water Treatment Plant Facility WATER	
US HR 1195	Oberstar [DFL] PRIVATE FILE:	Safe Accountable Flexible Efficient Transportation Act TRANSPORTATION	03/26/2007
US HR 1300	Hoyer [D] PRIVATE FILE:	Nations Reduced Reliancetional on Foreign Oil ENERGY	
US HR 1356	Oberstar [DFL] PRIVATE FILE:	Federal Aviation Administration Appropriations AVIATION	
US HR 1495	Oberstar [DFL] PRIVATE FILE:	Conservation and Development of Water WATER	09/24/2007
US HR 1506	Markey [D] PRIVATE FILE:	Fuel Economy Standards for Automobiles ENERGY	
US HR 1596	Ferguson [R] PRIVATE FILE:	Tax Incentives for Renewable Energy and Conservation ENERGY	
US HR 1606	Matsui D [D] PRIVATE FILE:	Flexibility Incentive Grant Program TRANSPORTATION	

US HR 1708	Harman [D] PRIVATE FILE:	Noise Compatibility Projects AVIATION	
US HR 1725	Bono [R] PRIVATE FILE:	Reclamation Wastewater and Groundwater Study WATER	
US HR 1737	Capps [D] PRIVATE FILE:	Reclamation Wastewater and Groundwater Study WATER	
US HR 1756	Hunter [R] PRIVATE FILE:	Mexico Domiciled Motor Carriers ENVIRONMENT	
US HR 1772	Blumenauer [D] PRIVATE FILE:	Wind Energy Property Tax Credits ENERGY	
US HR 1773	Boyda [D] PRIVATE FILE: PRIVATE FILE:	Authority of the Secretary of Transportation BORDER ENVIRONMENT	05/15/2007
US HR 2548	Solis [D] PRIVATE FILE:	Reduction of Air Pollution AIRQUALITY	
US HR 3246	Oberstar [DFL] PRIVATE FILE:	Economic and Infrastructure Development BORDER	09/17/2007
US HR 4123	Costa [D] PRIVATE FILE:	National High Speed Rail Authority TRANSPORTATION	
US S 23	Harkin [D] PRIVATE FILE:	Renewable Fuel and Energy Security ENERGY	
US S 183	Stevens [R] PRIVATE FILE:	Corporate Average Fuel Economy ENERGY	
US S 280	Lieberman [D] PRIVATE FILE:	Greenhouse Gas Emissions ENVIRONMENT	
US S 294	Lautenberg [D] PRIVATE FILE:	Reauthorizing Amtrak TRANSPORTATION	10/29/2007
US S 497	Boxer [D] PRIVATE FILE:	Los Angeles to San Fernando Valley Metro Rail Project TRANSIT	
US S 719	Lautenberg [D] PRIVATE FILE:	Surface Transportation Board SOLID WASTE	

US S 767	Obama [D] PRIVATE FILE:	Fuel Economy Standards for Automobiles ENERGY	
US S 775	Carper [D] PRIVATE FILE:	National Commission on Infrastructure TRANSPORTATION	08/02/2007
US S 987	Bingaman [D] PRIVATE FILE:	Promoting Biofuels ENERGY	
US S 996	Feinstein [D] PRIVATE FILE:	Passenger Facility Fee Eligibility AVIATION	
US S 1073	Feinstein [D] PRIVATE FILE:	Clean Air Act AIRQUALITY	
US S 1076	Inouye [D] PRIVATE FILE:	Aviation Safety and Capacity AVIATION	
US S 1474	Feinstein [D] PRIVATE FILE:	Construction of Water Facilities WATER	
US S 1499	Boxer [D] PRIVATE FILE:	Clean Air Act AIRQUALITY	

REPORT

DATE: January 3, 2008

TO: Transportation and Communications Committee

FROM: Rich Macias, Manager, Planning & Policy
(213) 236-1805, macias@scag.ca.gov

SUBJECT: 2008 Draft Regional Transportation Plan (RTP) Public Hearing Procedures

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the 2008 Draft RTP proposed Public Hearing procedures.

BACKGROUND:

The 2008 Draft Regional Transportation Plan was released for public review on December 6, 2007. Based on the SCAG Public Participation Plan, SCAG is required to hold three public hearings and develop procedures for the public hearings. The hearings have been scheduled for the following dates, times and locations:

Tuesday, January 22, 2008 - 10:00 am to 12:00 pm
SCAG Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501

Wednesday, January 23, 2008 - 10:00 am to 12:00 pm
SCAG Los Angeles Office
818 W. 7th St., 12th Floor
Los Angeles, CA 90017


Wednesday, January 30, 2008 - 10:00 am to 12:00 pm
Orange County Transportation Authority
550 S. Main Street
Orange, CA 92863

Proposed procedures for the Public Hearings are attached for your review.


FISCAL IMPACT:

None

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

2008 Draft Regional Transportation Plan

Public Hearing Procedures

- A. The Chair will begin each hearing with opening remarks regarding the purpose of the public hearings.
- B. Interested persons will be called to speak in the order in which they have registered. Individuals may register to speak in advance by calling Jessica Meaney at (213) 236-1873, or may fill-out a speaker card and provide it to the Chair at the hearing.
- C. Each speaker will be provided 3 minutes to speak. Designated representatives of groups will have 5 minutes to speak. Once all speakers have presented, speakers may request an additional 3 minutes to make further comments.
- D. The Chair of the hearing shall have discretion in limiting or extending testimony by any person.
- E. Staff will make VIDEO CONFERENCING available at the following locations:
 - Tuesday, January 22, 2008
Imperial Valley Council of Governments (IVAG)
940 Main Street, Suite 208
El Centro, CA 90723
 - Wednesday, January 23, 2008
SCAG Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501
- F. Interested persons may also submit comments for the official public hearing record in one of the following ways:
 - Mail: Southern California Association of Governments, 818 W. 7th St., 12th Floor,
Los Angeles, CA 90017
Fax: (213) 236-1963
RTP Hotline: (213) 236-1960
E-mail: meaney@scag.ca.gov
- G. Comments will be accepted until 5:00 p.m Monday, February 18, 2008. During the comment period, on a weekly basis, comments received by SCAG will be posted on its website at www.scag.ca.gov.
- H. All comments received during the public comment period, along with responses provided by SCAG, will be documented and published in the Technical Appendixes to the Final 2008 RTP.

REPORT

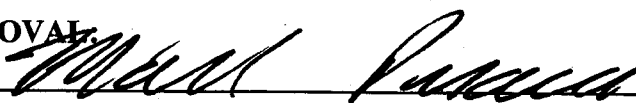
DATE: January 3, 2008

TO: Regional Council
Administration Committee
Transportation & Communications Committee (TCC)

FROM: Huasha Liu, Program Development & Evaluation Division Manager, 213-836-1838, liu@scag.ca.gov
Richard Marcus, Maglev Project Manager, 213-236-1819, marcus@scag.ca.gov

SUBJECT: Joint Exercise of Powers Agreement (JPA) creating the Southern California Regional High-Speed Transport Authority

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR THE ADMINISTRATION COMMITTEE AND TCC:

Staff recommends that subject to the respective review by each committee, the Administration Committee and TCC each recommend that the Regional Council approve in substantial form the attached Joint Exercise of Powers Agreement creating the Southern California Regional High-Speed Transport Authority.

RECOMMENDED ACTION FOR THE REGIONAL COUNCIL:

Staff recommends that the Regional Council approve the JPA in substantial form, and authorize the Executive Director to execute the document on SCAG's behalf.

BACKGROUND:

Since 1998, SCAG has included as part of the Regional Transportation Plan, discussion regarding the development of an intra-regional high speed rail system. In 2002, SCAG's Regional Council selected an Initial Operating Segment ("IOS") for the system. This IOS comprises a 54-mile segment starting in West Los Angeles and ending at the Ontario airport. The IOS consists of four stations located respectively at West Los Angeles, Union Station, West Covina and the Ontario Airport. SCAG has undertaken planning studies related to the IOS, including an alternatives study to determine the optimum regional high-speed transport system (also known as a "RHST").

During the last several months, the jurisdictions of Los Angeles, Ontario and West Covina have been in discussions regarding the creation of the joint powers agency *"for the purpose of overseeing the continued planning activities related to the IOS, and the general evaluation, construction and operation of an intra-regional high-speed transport system."* (Emphasis added). SCAG staff has also participated in these discussions, along with staff of other interested stakeholders such as applicable transportation commissions.

The result of such discussions is the attached "Joint Exercise of Powers Agreement Creating the Southern California Regional High-Speed Transport Authority" ("Authority"). The purpose of the JPA is to create a joint powers entity which would provide for the development of RHST that coordinates with the state-wide rail service to be developed by the State High-Speed Rail Authority. More specifically, the goals of the

REPORT

Authority include completion of the planning process developed by SCAG, along with the implementation, management, administration, construction and operation of the regional high-speed transport system.

The initial composition of the Authority comprises elected officials from Los Angeles, Ontario and West Covina given the current stations proposed for the IOS. Similarly, the signatories of the JPA include Los Angeles, Ontario and West Covina. SCAG is also proposed to be a signatory to the JPA given its commitment to provide initial funding to the Authority subject to the certain limitations. Under the terms of the JPA, the actual amount of this initial funding is yet to be determined and SCAG anticipates defining this amount once meetings of the JPA are commenced.

SCAG staff supports the creation of the Authority as this serves to support SCAG's efforts over the course of several years to make an intra-regional high-speed transport system become more viable. It is also significant for the purpose of demonstrating progress with the proposed development of a High-Speed Regional Transport in the RTP. Therefore, staff recommends that the TCC, the Administration Committee and the Regional Council approve the JPA in substantial form, and that the Regional Council authorize the Executive Director to sign the JPA on SCAG's behalf. SCAG's execution of the JPA shall be subject to the approval and execution of the JPA by representatives of the cities of Los Angeles, Ontario and West Covina, as the JPA shall not become effective until executed by all respective signatories.

FISCAL IMPACT:

Work related to the development of the JPA is included in the current Overall Work Program.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

**JOINT EXERCISE OF POWERS AGREEMENT
CREATING THE SOUTHERN CALIFORNIA REGIONAL
HIGH-SPEED TRANSPORT AUTHORITY**

This Joint Exercise of Powers Agreement (the "Agreement") dated as of _____, 2008, is made by and among the City of Los Angeles, a municipal corporation ("Los Angeles"), the City of Ontario, a municipal corporation ("Ontario"), the City of West Covina, a municipal corporation ("West Covina"), and the Southern California Association of Governments, a joint powers agency ("SCAG") hereinafter collectively known as "Contracting Parties" and individually as "Contracting Party."

RECITALS

WHEREAS, Article 1, Chapter 5, Division 7, Title 1 of the California Government Code (section 6500 et seq.) (the "Act") permits two or more public agencies by agreement to exercise jointly powers common to the public agencies; and

WHEREAS, there is within the State of California an entity known as the High-Speed Rail Authority ("HSRA") created pursuant to the California High-Speed Rail Act (California Public Utilities Code section 185000 et seq.) for the purpose of developing and implementing an intercity high-speed rail service that is fully integrated with the state's existing intercity rail network and coordinated with rail transit services developed by local agencies; and

WHEREAS, SCAG is a joint powers agency and a federally designated Metropolitan Planning Organization ("MPO") for the Southern California region. As the MPO, SCAG is statutorily required to prepare the regional transportation plan ("RTP") for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial; and

WHEREAS, starting in 1998, SCAG has included as part of the RTP, discussion regarding the development of a intra-regional high speed rail system to improve surface transportation and meet air quality requirements within Southern California. In 2002, SCAG's Regional Council selected an Initial Operating Segment ("IOS") for the intra-regional high speed rail system; and

WHEREAS, the IOS comprises a 54-mile segment starting at West Los Angeles and ending at the Ontario Airport. The IOS consists of four stations located respectively at: (1) West Los Angeles, (2) Los Angeles Union Passenger Terminal (better known as Union Station), (3) West Covina, and (4) the Ontario Airport; and

WHEREAS, the municipalities of Los Angeles, West Covina and Ontario currently are proposed to have stations along the IOS, and each desires to enter into a joint exercise of powers agreement providing for the creation of an entity known as the Southern California Regional

High-Speed Transport Authority ("JPA"), for the purpose of overseeing the continued planning activities related to the IOS, and the general evaluation, construction and operation of an intra-regional high speed transit system in the Southern California area that coordinates with the state-wide rail service to be developed by the HSRA; and

WHEREAS, Los Angeles, West Covina and Ontario recognize that SCAG has undertaken planning studies related to the IOS and is evaluating alternatives to determine the optimum regional high-speed transport system ("RHST") that would improve mobility needs and meet the congestion and air quality improvement goals in the Southern California region while also decentralizing aviation demand to regional airports; and

WHEREAS, the RHST planning process, as developed by SCAG consists of four (4) phases: Phase 1 – Pre-deployment Analysis (preliminary feasibility analysis); Phase 2 - Preliminary Engineering (engineering necessary to prepare Environmental Impact Report); Phase 3 - Deployment Plan (investment grade analysis necessary for project deployment); and Phase 4 - Environmental Impact Report; and

WHEREAS, SCAG has completed Phase 1, and has substantially completed Phase 2 of the RHST planning process; and

WHEREAS, it is the goal of the Contracting Parties to complete the RHST planning process developed by SCAG, including completion of Phases 3 and 4, and to provide a coordinated approach to the evaluation, planning, design and securing of funding for the development of the RHST system;

WHEREAS, the JPA is intended to assume the completion of the RHST planning process along with the implementation, administration, management, construction and operation of the RHST system, starting with the IOS which connects West Los Angeles to the Ontario Airport.

NOW, THEREFORE, in consideration of the above premises and of the mutual promises herein contained, each of the Contracting Parties does hereby agree as follows:

ARTICLE I. DEFINITIONS

Section 1.01 Definitions. The words and terms defined in this Article shall have the following meanings for the purposes of this Agreement:

"Act" means Articles 1 through 4, Chapter 5, Division 7, Title 1 of the California Government Code (commencing with Section 6500).

"Agreement" means this Joint Exercise of Powers Agreement.

"Board of Directors" or "Board" means the governance board for the JPA.

“California High-Speed Rail Act” means Division 19.5 of the California Public Utilities Code (commencing with Section 185000).

“CEQA” means the California Environmental Quality Act (Division 13, Chapter 1 of the California Public Resources Code commencing with Section 21000).

“Chairperson” means the Chairperson of the Board of the JPA.

“Committee” means a standing or ad hoc committee of the Board established by the Board.

“Contracting Party” or “Contracting Parties” means Los Angeles, Ontario, West Covina, SCAG and/or any other Public Agency(ies) that becomes a party to this Agreement pursuant to Section 8.12 of this Agreement.

“Director” means the Director to the Board appointed pursuant to Section 3.01 of this Agreement.

“Fiscal Year” means the period starting July 1 and ending on the following June 30.

“IOS” means the initial operating segment of the RHST, representing approximately 56 miles and connecting West Los Angeles to the Los Angeles Union Station to West Covina to the Ontario Airport.

“JPA” means the Southern California Regional High-Speed Transport Authority established pursuant to Section 2.02 of this Agreement.

“Political Reform Act” means the Political Reform Act of 1974 (Title 9 of the California Government Code, commencing with Section 81000).

“Public Agency” or “Public Agencies” means a public agency as that term is defined in Section 6500 of the California Government Code.

“Ralph M. Brown Act” means Chapter 9 of part 1 of Division 2 of Title 5 of the California Government Code, commencing with Section 54950.

“RHST” means a regional high-speed transport system to be further defined by the JPA Board, and as may be amended from time to time.

ARTICLE II. GENERAL PROVISIONS

Section 2.01 Purpose. This Agreement is made pursuant to the Act to provide for the creation of a public joint powers entity separate from the Contracting Parties, to provide for the development of an intra-regional RHST system in the Southern California area that coordinates

with the state-wide rail service to be developed by the HSRA, and to provide for the exercise of all common powers possessed by the Contracting Parties that are municipalities and all powers provided to the JPA by the Act, by the California High-Speed Rail Act, or by any other law now in effect or hereafter enacted.

Section 2.02 Creation of Authority. Pursuant to Sections 6506 and 6507 of the Act, there is hereby created a public entity to be known as the "Southern California Regional High Speed Transport Authority." The JPA shall be a public entity separate and apart from the Contracting Parties and shall administer this Agreement.

Section 2.03 Board of Directors. This JPA shall be governed and administered by a governance board ("Board") consisting of a number of Directors as herein provided. Except for SCAG, each Contracting Party shall appoint one (1) voting Director per station identified on the RHST. The initial composition of the Board shall be consistent with the stations proposed for the IOS, and shall comprise of two (2) Directors from the City of Los Angeles, one Director from the City of West Covina, and one Director from the City of Ontario. Except for SCAG, each Contracting Party shall also appoint an alternate, who may act in the Director's absence in accordance with Section 2.04(c) herein. As new stations are identified and added to the RHST by affirmative decision of the Board, those affected jurisdictions shall have the opportunity to appoint one (1) voting Director to the Board per station. The Board will also include one (1) non-voting Director appointed by each of the following Public Agencies: SCAG, San Bernardino Associated Governments ("SANBAG"), Caltrans, and the Los Angeles County Metropolitan Transportation Authority ("Metro"). The Board may also include additional non-voting Director(s) as approved by the Board. Except for SCAG, entities having non-voting Directors shall not be a party to this Agreement. Non-voting Directors shall also not affect the quorum requirements of this Agreement. No individual shall be appointed to hold the position of more than one (1) Director, and all voting Directors shall be elected officials. In addition to the requirements of Section 4.04 to this Agreement, no person who receives salary income (exclusive of stipends or per diems) from a private transit or transportation planning agency may be a Director. However, each Director may receive a per diem for each Board meeting attended. The amount of the per diem shall be fixed from time to time by the Board and shall not exceed One Hundred Dollars (\$100.00) per meeting with a maximum amount equal to two (2) meetings a month.

Section 2.04 Terms of Directors. Each Director to the Board shall serve for a two-year term, with no limit on the number of terms served. Nothing herein shall prevent a Director from being replaced by their respective Public Agency during the course of their term, provided written notice thereof is provided to the JPA.

Section 2.05 Meetings of the Board. At its first meeting, and as needed thereafter, the Board shall establish by resolution the dates, place and time of its regular meetings. Special or emergency meetings may be called at the request of the Chairperson or of a majority of the Board in accordance with the provisions of the Ralph M. Brown Act. At least one (1) annual meeting shall be held.

(a) Procedures. All meetings of the Board shall be called, noticed and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the California Government Code). The Board may adopt from time to time such additional rules and regulations for the conduct of its meetings, as may be required.

(b) Minutes. The Secretary to the Board shall cause to be kept minutes of any open meeting of the Board and shall, as soon as reasonably possible after each meeting, cause a copy of said minutes to be kept on file in accordance with state law, for access by each Director and the public.

(c) Voting. Each Director, other than the appointees of SCAG, SANBAG, Caltrans, and Metro, shall have one (1) vote. Each Public Agency may appoint an alternate Director ("Alternate") for each of its allocated Directors. The Alternate shall be authorized to act in place of the respective Director, if the Director is unable to be present at a Board meeting or is unable to act due to ethical restrictions set forth in Section 4.04 of this Agreement. Alternates may also serve on any Committee.

Section 2.06 Quorum; Required Votes; Approvals. The presence of at least a simple majority of the voting Directors representing each of the Contracting Parties shall constitute a quorum for the purposes of conducting business at a meeting, except that less than a quorum may adjourn a meeting. A simple majority is defined as a majority of the voting Board membership, plus one, and cannot be composed of a single jurisdiction. All actions of the Board shall be approved upon the affirmative vote of a simple majority of Directors, unless a greater number is required by law, or a supermajority of votes for any of the following actions: (a) adoption of annual work plan and budget, (b) mid-year revisions to the annual budget, (c) contract awards, (d) hiring staff, (e) environmental approvals, including but not limited to Environmental Impact Reports, or (f) termination of this Agreement. A supermajority is defined as two-thirds (2/3) of the Board membership.

Section 2.07 Bylaws. The Board may adopt, from time to time, such bylaws, rules and regulations for the conduct of its meetings as are necessary for the purposes hereof.

Section 2.08 Annual Budget and Administrative Expenses. The Board shall adopt a budget for administrative expenses prior to the commencement of each Fiscal Year.

ARTICLE III. CHAIRPERSON, DIRECTORS AND OFFICERS

Section 3.01 Chairperson and Directors. At its first meeting, and at the anniversary of the first meeting in every other succeeding calendar year or as soon thereafter as practicable, the Board shall elect, from among the voting Directors, a chairperson to preside over the meetings of the Board ("Chairperson" or "Chair"), and a vice-chairperson to preside over the meetings in the absence of the Chairperson. The Chairperson and vice-chairperson shall be from different jurisdictions. The Chair of the Board may speak on behalf of the JPA only when authorized by the Board. The Chairperson shall serve a two-year term, and shall rotate between the voting

Directors only. The chairmanship will not be held by a jurisdiction for more than two (2) consecutive terms. A Director from Los Angeles, however, will serve as the initial Chair.

Section 3.02 Secretary. At its first meeting, and at the anniversary of the first meeting in every other succeeding calendar year or as soon thereafter as practicable, a secretary to the Board ("Secretary") shall be appointed from either Directors or employees of the JPA. The Secretary shall perform such duties as may be determined by the Board and shall cause a copy of this Agreement to be filed with the California Secretary of State within thirty (30) days of its effective date pursuant to Section 6503.5 of the Act.

Section 3.03 Treasurer. A treasurer for the JPA ("Treasurer") shall be appointed from those persons eligible under Sections 6505.5 or 6505.6 of the Act, and provided the person is deemed qualified by the Board to serve as Treasurer of the Board. The Treasurer shall have the custody of all monies of the JPA and shall perform all duties and responsibilities set forth in Section 6505.5 of the Act. The appointment shall be made by resolution at the first meeting of the Board.

Section 3.04 Auditor-Controller. An auditor-controller for the JPA ("Auditor-Controller") shall be appointed from those persons eligible under Sections 6505.5 or 6505.6 of the Act, and provided the person is deemed qualified by the Board to serve as Auditor-Controller of the Board. The auditor-controller shall draw warrants to pay demands against the JPA when the demands against the JPA have been approved by any authorized person or entity authorized to approve such demands in accordance with this Agreement. The Auditor-Controller shall also make or cause to be made an independent audit of the accounts and records of the JPA pursuant to Section 5.05 herein. The appointment shall be made by resolution at the first meeting of the Board.

Section 3.05 Other Employees. The Board shall have the power by resolution to appoint and/or employ such other officers, employees, consultants and independent contractors as may be necessary for the purpose of the this Agreement.

ARTICLE IV. POWERS

Section 4.01 General Powers. The JPA shall have the powers which are common to the Contracting Parties that are municipalities and shall do all acts necessary for the accomplishment of the purposes of this Agreement, subject to the restrictions set forth in Section 4.03 of this Agreement and to the extent not in conflict with powers held by the HSRA.

Section 4.02 Additional and Specific Powers. The JPA shall have all additional powers provided in the Act or in any other law now in effect or hereafter enacted. Specifically, the JPA shall have the power to make and enter contracts; employ or engage contractors, agents, or employees; apply for, receive and utilize grants and loans from Federal, State, or local governments, or from any other available source; incur liabilities, debt and other contractual obligations such as issuance of bonds; sue and be sued in its own name; and exercise any other

powers common to the Contracting Parties that are municipalities and promulgate, adopt and enforce any rules and regulations, as may be necessary and proper to implement and effectuate the terms, provisions and purposes of this Agreement.

Section 4.03 Exercise of Powers. The powers of the JPA shall be exercised in the manner provided in the Act and as forth herein, and subject to, however, to the restrictions and limitation upon the manner of exercising such powers as are applicable to the City of Los Angeles.

Section 4.04 Standards of Conduct and Conflicts of Interest. Every Board member, officer, employee and consultant of the JPA shall comply with the Political Reform Act.

Section 4.05 Obligations of Authority. As provided in Section 6508.1 of the Act, the debts, liabilities and obligations of the JPA shall not be the debts, liabilities and obligations of any of the Contracting Parties; provided, however, that any of the Contracting Parties may contract separately for, assume responsibility for, specific liabilities or obligations of the JPA. The provisions of California Government Code Section 6513 are hereby incorporated into this Agreement.

Section 4.06 Lead Agency and Regulatory Approvals. The JPA shall be the lead agency for the purposes of compliance with the California Environmental Quality Act ("CEQA") for any discretionary acts of the JPA which may have an effect on the environment.

Section 4.07 Separate Entity and Insurance. The JPA is a separate legal entity from each of the Contracting Parties. The JPA shall procure such general liability insurance, as the Board may approve.

ARTICLE V. CONTRIBUTIONS, ACCOUNTS, FUNDS AND REVENUE PARTICIPATION

Section 5.01 Contributions to JPA. Subject to the approval of its Regional Council, the Federal Highway Administration and the Federal Transit Authority, SCAG shall contribute initial funding to the JPA, in an amount to be determined at a later date, to assist in the JPA's planning activities related to the RHST system. Any future funding obligations determined to be necessary above any initial SCAG funding shall be provided proportional to voting rights established in Section 2.03 of this Agreement unless otherwise determined by the Board. The Contracting Parties acknowledge that any SCAG contribution to the JPA shall not limit or otherwise diminish SCAG's obligation, responsibility or ability to continue to study an intra-regional high speed rail system as part of its role as the federally designated MPO for the Southern California region.

Section 5.02 Contracting Parties Contributions. The Contracting Parties may: (a) make contributions to the JPA from their respective treasuries for the purposes set forth herein; (b) make payments of public funds to defray the cost of such purposes; (c) make advances of public

funds for such purposes, such advances to be repaid as provided herein; and (d) use their respective personnel, equipment or property in lieu of other contributions or advances. Unless otherwise agreed to by the Contracting Parties, funding for the operations of the JPA will be proportionate to the voting rights of the Contracting Parties, as well as other source both public and/or private.

Section 5.03 Custody of Funds. Subject to the applicable provisions of any instrument or agreement into which the JPA may enter that otherwise may provide for a trustee to receive, have custody of and disburse JPA funds, the Treasurer of the JPA (as described in Section 3.03 of this Agreement) shall receive, have custody of and disburse JPA funds as nearly as possible in accordance with generally accepted accounting practices and shall make the disbursements required by this Agreement or to carry out any of the provisions of this Agreement. Any and all funds maintained by the Treasurer of the JPA shall be in an independent interest bearing trust account or fund.

Section 5.04 Revenue Participation. Any net revenue above operating expenses and debt service may be distributed proportional to voting rights established in Section 2.05(c) of this Agreement unless otherwise determined by the Board.

Section 5.05 Audits and Reports. There shall be strict accountability of all funds and reporting of all receipts and disbursements. Complete books and accounts shall be maintained by the JPA in accordance with practices established by or consistent with those utilized by the Controller of the State of California for like public agencies, and any practices or procedures required by law. The Auditor-Controller shall make or contract for an annual audit of the accounts and records of the JPA in accordance with Section 6505 of the Act.

Section 5.06 Inspection of Records. At any time during normal business hours and as often as any of the Contracting Parties deems necessary, the JPA shall, make available to the Contracting Party(ies) for examination, at reasonable locations to be determined by the JPA, all of the data and records with respect to the JPA and all matters covered by this Agreement. The JPA shall permit the Contracting Party(ies) to make audits of all invoices, materials, payrolls, records of personnel and consultants, and other data and media relating to the matters covered by this Agreement, at the cost and expense of the Contracting Party(ies) seeking the audit and inspection.

ARTICLE VI. TERM

Section 6.01 Term. This Agreement shall become effective on the date that this Agreement has been approved by the Contracting Parties, and shall continue in perpetuity, or until terminated in accordance with Section 6.04 of this Agreement.

Section 6.02 Withdrawal or Cancellation. Any Contracting Party may withdraw from the JPA and terminate its participation in this Agreement by adoption of a resolution of withdrawal by the governing body of the withdrawing Contracting Party, and the provision

thereof to all other Contracting Parties at least thirty (30) days prior to the effective date of withdrawal. Upon the effective date of withdrawal, this Agreement shall be deemed automatically amended to reflect the deletion of the withdrawing Contracting Party.

Section 6.03 Effect of Withdrawal or Cancellation. Upon a Contracting Party's withdrawal, any assets represented by the accumulated capital contribution account of the withdrawing Contracting Party, shall remain subject to the JPA control, use and depreciation without compensation until this Agreement is terminated. Withdrawal shall not relieve the withdrawing Contracting Party of any financial obligations or liability arising prior to withdrawal. Each Contracting Party agrees to negotiate in good faith and execute such amendments to this Agreement as may be necessary to equitably adjust the appointment and voting procedures for Directors as set forth in this Agreement, necessitated by a Contracting Party's withdrawal.

Section 6.04 Termination. Except as otherwise provided in this Agreement, this Agreement may be terminated by a majority of the Contracting Parties after issuance of a 90-day Notice of Intent to Terminate Participation is issued by one of the Contracting Parties to the remaining Contracting Parties. In the event that the JPA has outstanding liabilities or obligations, such liabilities or obligations must be satisfied or provided for prior to termination of this Agreement.

Section 6.05 Distribution of Assets. Upon termination of this Agreement, and after the payment of all outstanding debts, liabilities, obligations, or other expenses incurred by the JPA , any assets of the JPA shall be distributed among the Contracting Parties in the same proportion as that reflected in the Contracting Parties' accumulated capital contribution accounts, as shown in the JPA's book of accounts.

ARTICLE VII. PLANNING, DEVELOPMENT AND CONTRACTS

Section 7.01 Existing Agreements. SCAG shall provide the JPA with copies of documentation and information relative to any extant agreements, actions and on-going efforts to secure additional funding and financing for RHST. SCAG shall also provide the JPA with all background information and documentation regarding Phases 1 and 2 of the RHST planning process undertaken by SCAG. The JPA shall assume management of the planning process when the initial SCAG funding is received.

Section 7.02 Annual Work plan and Budget. The Board shall annually prepare, or cause to be prepared, a work plan and budget. The budget shall indicate the anticipated sources of revenues and the anticipated uses of such revenues. The work plan shall outline the activities and priorities of the JPA for the following year. The work plan shall be consistent with the adopted mission, vision and goals and must comply with all Board adopted policies, goals and objectives. Both the work plan and budget shall be prepared in sufficient detail to constitute an operating outline for the JPA, and shall identify the sources and amount of funds available to the JPA, if any, and expenditures to be made during the ensuing fiscal year, if any, to effectuate the

purposes of this Agreement. The Board shall adopt the annual work plan and budget by June 30th of each year.

Section 7.03 Committees. The Board may form technical and/or policy committees to conduct detailed work and make preliminary recommendations to the Board. The Board may delegate representation on such committees and set the terms of its membership.

Section 7.04 Procurement Authority. Final authority for purchasing actions and decisions rests with the Board. The Board may adopt procurement and materials management procedures and guidelines needed to implement and supplement the policies and standards set forth in this Agreement. Any such procedures and guidelines shall provide for timely review and processing of all procurement actions, and shall ensure that materials, services, and construction are obtained timely, efficiently and economically, while adhering to principles of good public policy and practices and sound business judgment. The JPA shall comply with all applicable laws in its procurement activities, including but not limited to the provisions of Part 1 of Division 2, commencing with Section 1100, and Articles 1, 1.5, 1.7, and 1.8 of Chapter 1 of Part 3 of Division 2, commencing with Section 20100, of the California Public Contract Code.

ARTICLE VIII. MICELLANEOUS PROVISIONS

Section 8.01 Notices. Whenever a notice is required under this Agreement, such notice shall be in writing and shall be sufficient if delivered to the addresses specified below. Notice shall be effective on the next business day after delivery by whatever means prior to 5:00 p.m. to the addresses specified below. Any change of address shall be given in writing in accordance with this Section 8.01.

Los Angeles:

City of Los Angeles
Department of Transportation
100 South Main Street, 10th Floor
Los Angeles, CA 90012
Attn: General Manager

City of Los Angeles
Office of the City Attorney
200 North Main Street
Los Angeles, CA 90012
Attn: General Counsel Practice Group

With copies to:

City of Los Angeles
Office of the City Administrative Officer
200 North Main Street
Los Angeles, CA 90012
Attn: City Administrative Officer

City of Los Angeles
Office of the Chief Legislative Analyst
200 North Spring Street, Suite 255
Los Angeles, CA 90012
Attn: Chief Legislative Analyst

City of Los Angeles
Office of the Mayor
200 North Spring Street, Suite 303
Los Angeles, CA 90012
Attn: Transportation

Ontario:

City of Ontario
Office of the City Manager
303 East B Street
Ontario, CA 91764
Attn: City Manager

With copy to:

City of Ontario
Office of the City Attorney
c/o Best Best & Krieger
400 Mission Square
3750 University Avenue
P. O. Box 1028
Riverside, CA 92502
Attn: City Attorney

West Covina:

City of West Covina
City Hall
1444 West Garvey Avenue
P.O. Box 1440
West Covina, CA 91793
Attn: City Manager

With copy to:

City of West Covina
Office of the City Attorney
c/o Alvarez-Glasman & Colvin
13181 Crossroads Parkway North
Suite 400, West Tower
City of Industry, CA 91746
Attn: City Attorney

SCAG:

Southern California Association of
Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
Attn: Executive Director

Section 8.02 Section Headings. All section headings in this Agreement are for convenience or reference only and are not to be construed as modifying or governing the language in the section referred to or defining or limiting the scope of any provision of this Agreement.

Section 8.03 Consent. Whenever in this Agreement any consent of approval is required, it shall be made in writing.

Section 8.04 Laws Governing. This Agreement is made in the State of California under the constitution and laws of the State of California and is to be construed and interpreted in accordance with the laws of the State of California. Any legal disputes arising from or related to this Agreement shall be resolved in the State of California by an administrative or judicial body.

Section 8.05 Dispute Resolution. If a dispute arises between the JPA and a Contracting Party, the following procedures are to be followed:

(a) Request for Reconsideration. The Contracting Party will make a written request to the JPA to reconsider its position, citing the arguments in favor of the Contracting Party and any applicable case law that applies. The matter will be brought to the Board of Directors for reconsideration upon request of the Contracting Party. The Board member(s) appointed by the Contracting Party requesting reconsideration shall be deemed to have a conflict and shall be excluded from any vote. The Contracting Party can also request a personal presentation to the Board, if it so desires.

(b) Mediation. If the Contracting Party is not satisfied with the outcome of the reconsideration, the next step in the appeals process is mediation. The matter will be submitted to a mutually-agreed-upon mediator for determination. The cost of the mediation will be shared equally by the involved Contracting Party and the JPA.

(c) Litigation. If, after following the dispute resolution procedures set forth above, either party is not satisfied with the outcome of the mediation, either party may consider litigation as a possible remedy to the dispute.

Section 8.06 Amendments. This Agreement may be amended at any time, or from time to time, by one or more supplemental written agreements executed by the Contracting Parties either as required in order to carry out any of the provisions of this Agreement or for any other purposes of this Agreement.

Section 8.07 Enforcement by JPA. The JPA is hereby authorized to take any or all legal or equitable actions, including but not limited to injunction and specific performance, necessary or permitted by law. The rights and remedies of any party hereto are cumulative and not in the alternative.

Section 8.08 Severability. Should any part, term or provision of this Agreement be deemed by any court of competent jurisdiction to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be affected thereby and shall remain in full force and effect.

Section 8.09 Waiver. Neither the failure nor the delay by any party hereto, in exercising any right, power or privilege will operate as a waiver of such right, power or privilege, and no single or partial exercise of any such right, power or privilege will preclude any other or further exercise of such right, power or privilege.

Section 8.10 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, but all together shall constitute one and the same Agreement.

Section 8.11 Successors. This Agreement shall be binding upon and shall inure to the benefit of the successors of each of the Contracting Parties, respectively. No Contracting Party may assign any right or obligation hereunder without the written consent of the other Contracting Parties.

Section 8.12 New Contracting Parties. As new stations are identified and added to the IOS by affirmative decision of the Board, those affected municipal jurisdictions or public agencies shall be provided an opportunity to participate as a Contracting Party to this Agreement. If any station is deleted from the IOS by affirmative decision of the Board, the affected municipal jurisdiction shall withdraw from this Agreement pursuant to the procedures set forth in Section 6.02.

Section 8.13 Privileges and Immunities. All of the privileges and immunities from liability, exemption from laws, ordinances and rules, all pension, relief, disability, workers' compensation and other benefits that apply to the activities of officers, agents or employees of a public agency when performing their respective functions within the territorial limits of their respective public agencies, shall apply to the officers, agents or employees of the JPA to the same degree and extent while engaged in the performance of any of the functions and duties of such officers, agents or employees extraterritorially under this Agreement.

Section 8.14 Fiscal Year. The fiscal year of the JPA, unless and until changed by the JPA, shall commence on the 1st day of July of each year and shall end on the 30th day of June of the next succeeding year.

Section 8.15 Legal Services. The JPA may contract to employ independent legal counsel to advise and/or represent the JPA. The costs of independent counsel shall be divided according to the proportional voting rights of the Contracting Parties as set forth in Section 2.03 of this Agreement.

Section 8.16 Staff. The JPA shall not be obligated to employ existing individuals currently working at or for SCAG on RHST or Maglev (a high-speed elevated monorail system to move people and/or goods) projects. The JPA shall provide appropriate office space for its staff with necessary equipment, including telephones, furniture, computers and other office supplies.

Section 8.17 Further Assurances. The Contracting Parties agree, promptly upon request, to furnish, execute and deliver to each other all such further information, and to perform or refrain from performing all such actions, as the requesting Contracting Party may reasonably request for the purpose of carrying out the intent of this Agreement.

IN WITNESS WHEREFORE, the parties hereto have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized and their official seals to be hereto affixed as of the date herein above written.

Dated: _____

APPROVED AS TO FORM:
ROCKARD J. DELGADILLO,
CITY ATTORNEY

By: _____
City Attorney

CITY OF LOS ANGELES:
CITY OF LOS ANGELES, a municipal
corporation

By: _____

Its: _____

Dated: _____

APPROVED AS TO FORM:
_____,
CITY ATTORNEY

By: _____
City Attorney

CITY OF ONTARIO:
CITY OF ONTARIO, a municipal corporation

By: _____

Its: _____

Dated: _____

APPROVED AS TO FORM:

_____,
CITY ATTORNEY

By: _____
City Attorney

Dated: _____

APPROVED AS TO FORM:

By: _____
Legal Counsel

CITY OF WEST COVINA:
CITY OF WEST COVINA, a municipal
corporation

By: _____

Its: _____

SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS:
SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS, a joint powers agency

By: _____

Its: _____

MEMO

DATE: January 3, 2008

TO: Transportation and Communications Committee

FROM: Mike Jones, Regional Planner, (213) 236-1978. jonesm@scag.ca.gov

SUBJECT: Multi-County Goods Movement Action Plan

BACKGROUND:

In May 2004, Metro took the lead in developing the Multi-County Goods Movement Action Plan that would address goods movement challenges and identify solutions. To that end, Metro, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), San Diego Association of Governments (SANDAG), Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG) and Caltrans, all agreed to procure the consultant services of Wilbur Smith Associates to assist in this effort. To guide the development of this Action Plan, Metro and its project partners established a Multi-County Goods Movement Action Plan Technical Advisory Committee (MCGMAP TAC). To foster an open planning process with public and private stakeholder participation throughout the development of the Action Plan, the MCGMAP TAC (1) convened Stakeholders Advisory Group (SAG) meetings, public workshops and meetings to solicit input from a broad cross section of stakeholders, (2) conducted surveys to obtain different perspectives on the goods movement issues, problems and potential solutions, and (3) maintained a project website to keep everyone informed. This result of this effort is an Action Plan that contains a full range of strategies and options (short, mid and long-term) that can be implemented for the region, as a whole, as well as the individual counties.

Mr. Sam Morissey, Wilbur Smith Associates, will present the results of the Multi-County Goods Movement Action Plan.


FISCAL IMPACT:

Work associated with this project can be found under WBS 05-130 SCGC06, WBS 05-130 SCGC11, and WBS 06-130 SCGC13.

Reviewed by:


Division Manager

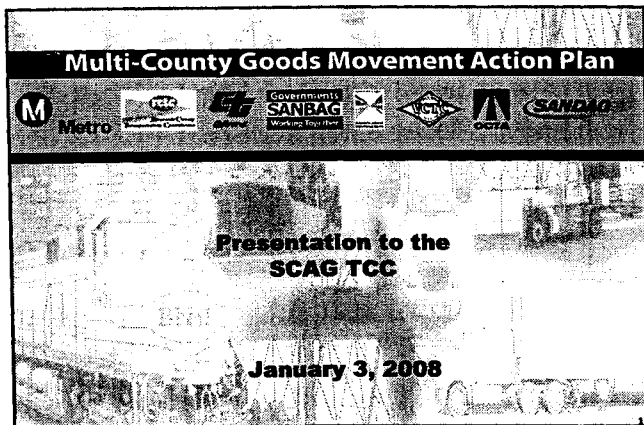
Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

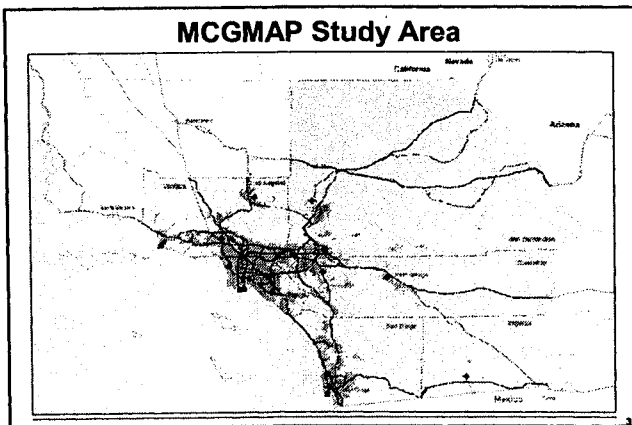




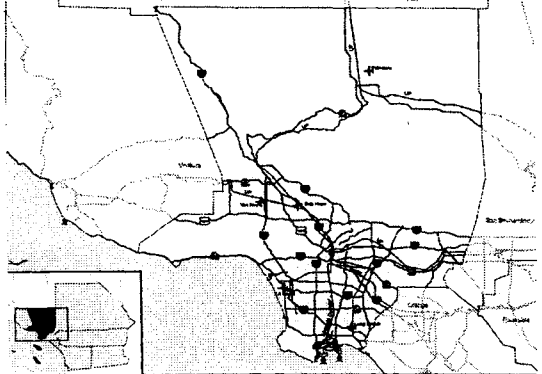
Overview of the Action Plan

- > The master plan for goods movement in Southern California.
- > Intended to be used as a guide in preparation of state, regional, and local transportation plans.
- > Regional in scope.
- > Represents a partnership between county, regional, and state transportation agencies.
- > Presents regional modeling of freight facilities.
- > Presents a market segmented approach to addressing goods movement and associated issues.
- > Respects Agency Roles and authority.

MCGMAP Study Area



MCGMAP Study Area – Los Angeles County



Core Mandates

Environment

• Avoid, reduce and mitigate environmental, community, and health impacts.

Mobility

• Promote the safe and efficient movement of all transportation modes and reduce congestion.

Economy

• Ensure the economic well-being of the region and the state.

Funding

• Secure the region's fair share of public and private funds for investment in the freight transportation system.

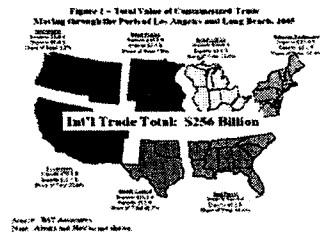
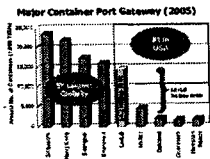
Implementation Principles

1. Guideline – For state, regional, and local planning.
2. Investment – Simultaneous and continuous.
3. Cost Distribution – Users and beneficiaries will pay their fair share.
4. Management – Define institutional structures as needed.
5. Public Benefit – In order to use public funding a clear public benefit must be demonstrated.
6. Land Use Compatibility – Separate goods movement infrastructure from sensitive receptors.

SIMULTANEOUS AND CONTINUOUS



Challenges



Challenges (Continued)

> Mobility

- > More than doubling of regional VMT and freight rail traffic by 2030
- > 5.4 million hours of daily delay by 2030
- > Some freeways may carry more than 80,000 trucks per day
 - > In Los Angeles County increasing freight volumes directly impact passenger service and grade crossings
 - > At-grade crossings will add to motorist delays; promoting congestion, and reducing air quality
 - > In the South Bay cities subregion, between 2002 and 2006 there were 15 collisions at highway-rail crossings
- > Many old existing highways such as I-710 have non-standard features which cause congestion and safety concerns.

Challenges (Continued)

> Environment and Community

- > In 2005, almost \$19.5 billion in health costs due to freight transport in California
- > Premature deaths – 2,400 (CARB) statewide, 1,200 in South Coast Air Basin
- > Even full fleet turnover to 2010 truck standards and to the Tier 4 locomotive standards proposed by USEPA will not provide sufficient reductions – more is needed
 - > In Los Angeles County, air quality is greatly impacted by goods movement
 - > Proximity of schools to goods movement industry/infrastructure
 - > Incompatible land uses between residential neighborhoods and goods movement activities

Challenges (Continued)

> Funding

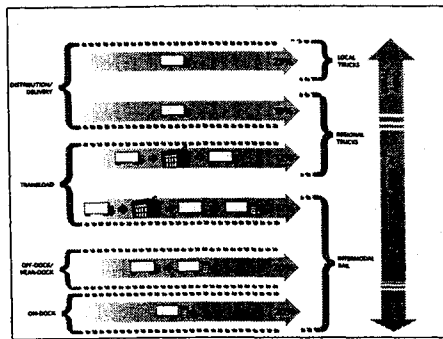
- > More than \$50 billion required to fund Action Plan projects and programs in the next 30 years
- > In Los Angeles County, approximately \$29 billion

> Economic

- > Logistics activity is directly responsible for 6.6% of the region's economy
- > One logistics job supports 2.2 new jobs
- > Border crossing delays resulted in the loss of \$3.9 billion from the binational economy
- > 1,101 warehouses and storage facilities in Los Angeles County
- > Los Angeles County as a whole is the nation's largest manufacturing center

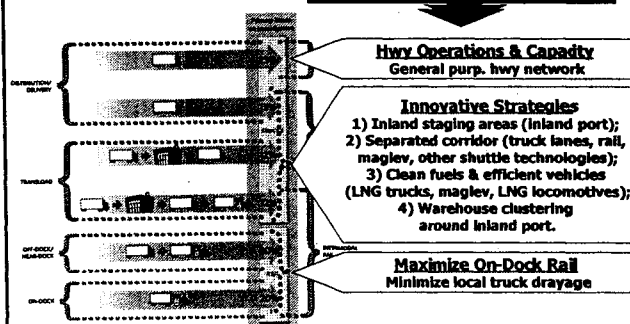
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Modal Market Segments

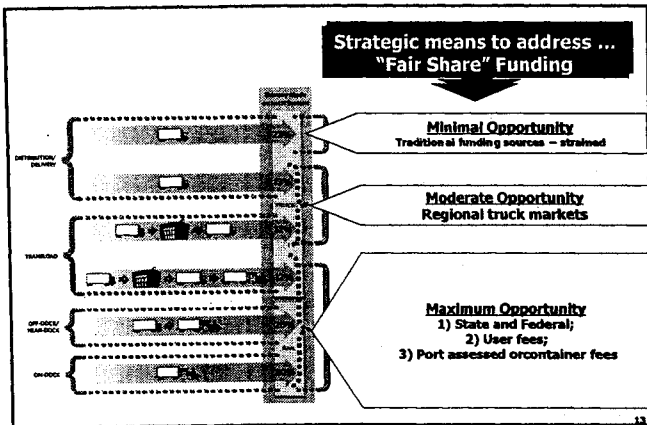


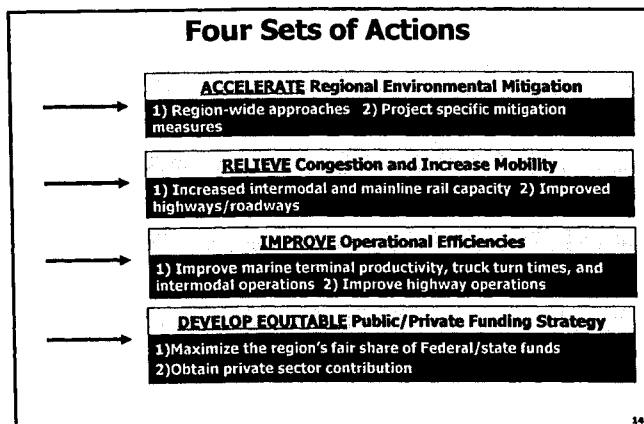
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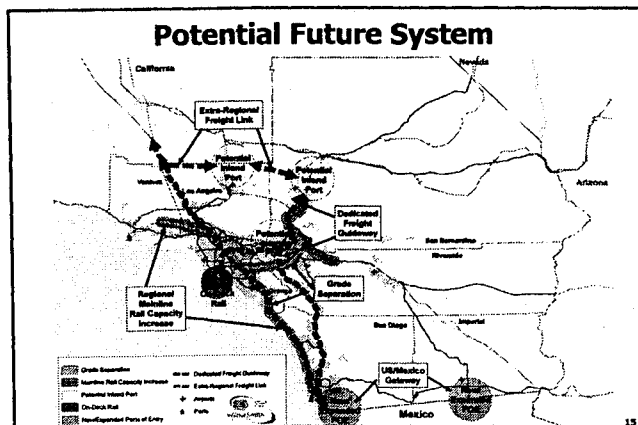
Strategic means to address ... Truck Issues



12







Key Stakeholder Concerns

1. More aggressive environmental mitigation strategies to reduce current impacts.
2. Dedicate new private/public funding sources to reduce health and environmental impacts.
3. More aggressive use of alternative fuels and technologies.
4. Study all costs and benefits of meeting a seemingly unlimited goods movement demand.
5. Consider limiting trade growth to invest in clean industries.

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Freight Growth Scenarios & Evaluations

Scenario	Assumptions	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)
1	San Pedro Bay port growth of 42.5 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,600,476		
2	San Pedro Bay port growth of 34 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,600,361	-84.7%	
3	San Pedro Bay port growth of 25 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,303,490	-18.4%	
4	San Pedro Bay port growth of 42.5 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation supplemented by additional projects and public investment	1,600,476	0.0%	

Scenario	Assumptions	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)
1	Development and safety improvements	N/A	-42,000	-1,000	N/A	N/A	N/A
2	I-78 to SR-69 to I-15	76.3	232,000	76,000	25	6,763	8,798
3	I-78 to I-15 to I-10	94.7	291,000	81,000	60	13,209	2,135
4	I-78 to SR-69 to I-15	82.2	193,000	50,000	40	3,454	-1,776
5	I-78 to I-15 (I-15 to SR-69 to I-15)	106.1	252,000	81,000	77	14,762	4,769
6	I-78 to SR-69 to SR-67 to SR-69 to I-15	99	207,000	74,000	44	16,383	1,087
7	I-78 to SR-69 to SR-67 to SR-69 to I-15 to I-15	94.1	173,000	61,000	31	11,177	2,641
8	I-15 to I-78 to SR-69 to SR-67 to SR-69 to I-15	74.6	347,000	89,000	39	4,879	1,976
9	I-15 to I-78 to SR-69 to SR-67 to SR-69 to I-15 to SR-69 to I-15	104.4	113,000	53,000	19	12,856	3,084
10	Intermodal facilities and improvements I-78 to I-15 to I-10	95.3	228,000	82,000	31	9,897	4,290
11	Alternative technologies, e.g., Shared Trucks, Intermodal Terminals, PCLs, and Shared Terminals	N/A	94,000	23,000	N/A	N/A	N/A
12	I-15 to I-78 to SR-69 to SR-67 to SR-69 to I-15 to SR-69 to I-15	102.2	181,000	74,000	22	8,800	2,107

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Action Plan Projects/Strategies

- > Included in Draft Executive Summary
 - > Two lists – Regional and County level
 - > Over \$50 billion in total cost, of which approximately \$2.4 billion is currently committed
- > Project/Strategy Categories
 - > Project-specific environmental mitigation emissions reductions
 - > Rail
 - > Intermodal ground access
 - > Alternative technology
 - > Freeway/highway

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Next Steps

> Environmental and Community Impacts

- > Through the Southern California National Freight Gateway (SCNFG) Cooperation Agreement and other related activities
- > Partnership with CARB, air districts, the logistics industry, and local governments,
- > Environmental Justice Analysis and Outreach for the MCGMAP initiated.

Next Steps (Continued)

> Partnership and Advocacy

- > Implement the SCNFG Cooperation Agreement among federal, state, regional, and other implementing agencies.
- > Request the incorporation of MCGMAP strategies and actions into other state, regional and local plans.
- > Continue to convene multi-county meetings.
- > Support and propose legislation that: 1) Provides funding mechanisms; and 2) Improves mobility and facilitates regional goods movement goals.
- > Support Mobility 21 and the Coalition for America's Gateways and Trade Corridors (and others).
- > Continue to work closely with all stakeholders.
- > Seek goods movement and logistics industry involvement.

Next Steps (Continued)

> Mobility

- > Investigate the linkage between supply chain trends and trade related traffic.
- > Continue project development efforts, including mitigation of the impacts.
- > Evaluate the feasibility of implementing a Dedicated Freight Guideway System/Regional Truck Lanes.
- > Initiate localized studies, as appropriate.

Next Steps (Continued)

> Funding

- > Pursue new avenues of goods movement funding.
- > Continue fair share and user fee discussions with private sector.
- > Establish structures to manage user fees and revenue.

Now What?

> Continue the dialogue

- > Stakeholder outreach helps increase project partner understanding

> Narrow the focus

- > Respect agency roles
- > Coordinated approach
- > Market-segmented approach

> Act as a Region

- > Support and accelerate implementation of CARB, CAAP, and complementary plans
- > Break through barriers
- > Actions in one county affect the region

Application of the Action Plan

> Master plan for goods movement in Southern California

> Use as a guide for transportation plans

- > Projects and strategies are at different stages of development
- > Implementation consistent with roles & responsibilities

Completion Schedule

- > Receive stakeholder comments on the Draft Action Plan and Executive Summary – December, 2007/January, 2008
- > County workshops – December, 2007/January, 2008
- > Release of Final Action Plan and Executive Summary – Late January, 2008
- > Board presentations and approval – February through March, 2008

Questions & Answers

More Information:
www.metro.net/mcgmap

MEMO

DATE: January 3, 2008

TO: Transportation and Communications Committee

FROM: Rich Macias, Manager, Transportation planning and Programming
213-236-1805; macias@scag.ca.gov

SUBJECT: Status report on the Draft 2008 RTP

BACKGROUND:

On December 6, 2007, this committee approved inclusion of the Orangeline or the proposed High Speed Transport System connecting Central Orange County with North Los Angeles County in the Draft 2008 RTP and releasing it for public review and comment. You further directed staff to ensure that all pertinent and appropriate information supporting this project as well as High Desert Corridor and CETAP Corridor be collected and assessed for final consideration of these projects for inclusion in the Final 2008 RTP expected to be adopted by the Regional Council in April 2008. Accordingly, a letter has been issued from our president to the responsible agencies to provide appropriate information, including pertinent commitment letters, finance plans and other relevant information in support of these projects by mid January of 2008 to SCAG.

The Draft 2008 RTP and associated support documents (technical appendices) as approved by this committee for public review and comments is now available at our website at www.scag.ca.gov. Hard copies were mailed out to all of our policy committee members, designated public libraries, stakeholder agencies, member agencies, as well as relevant state and federal agencies. As required by law and in accordance with our adopted Public Participation Plan, three public hearings have been scheduled in January 2008 to allow ample opportunities to the public and the stakeholders to comment on the plan. The public review and comment period will end on February 18, 2008. All comments received during the comment period, including those received at the public hearings will be documented and considered in finalizing the 2008 RTP.

FISCAL IMPACT:

No impact. Budget for this work is fully reflected in the current OWP.

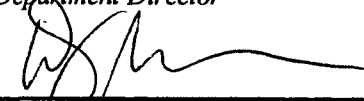
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

MEMO

DATE: January 3, 2008

TO: Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation and Communication Committee (TCC)

FROM: Membership & Communication Subcommittee

SUBJECT: 2008 Regional Champion Awards

BACKGROUND:

It's time to start thinking about nominations for SCAG's annual Regional Champion Awards. These awards acknowledge individuals who perform exemplary service in the Region. Each policy committee may nominate a person who is worthy of such recognition. Candidates should not be elected officials or public servants performing their regular jobs. Rather, candidates should be members of the regional community who go "above and beyond the usual" to serve our Region. The Membership & Communication Subcommittee also has an award to bestow recognizing service in the area of communication and media.

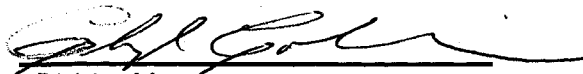
Please bring your nominations for discussion at your next policy committee meeting. After careful consideration, you will be asked to select your award recipients. Our Regional Champions will be celebrated at the 2008 General Assembly. Previous Regional Champions include:

- > In 2005, Randall W. Lewis (CEHD), Kay Martin (EEC), and Tony Valdez (Communication & Membership);
- > In 2006, Art Gallucci (CEHD), James Stahl (EEC), Geraldine Knatz & Richard Steinke (TCC), and Ray Gonzalez (Communication & Membership);
- > In 2007, Hunter Johnson (CEHD), Mike Mohajer (EEC), and Lisa Howard (Communication & Membership).


FISCAL IMPACT:

There is no fiscal impact beyond the nominal cost of the awards.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer